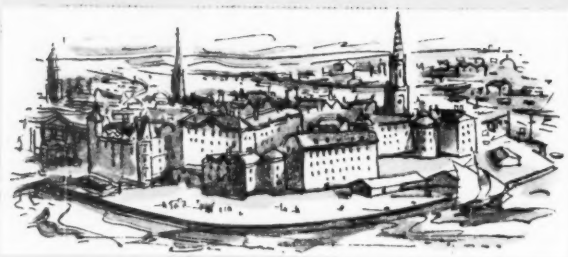
17 SEPTEMBER 1954

The Autocar

1/-

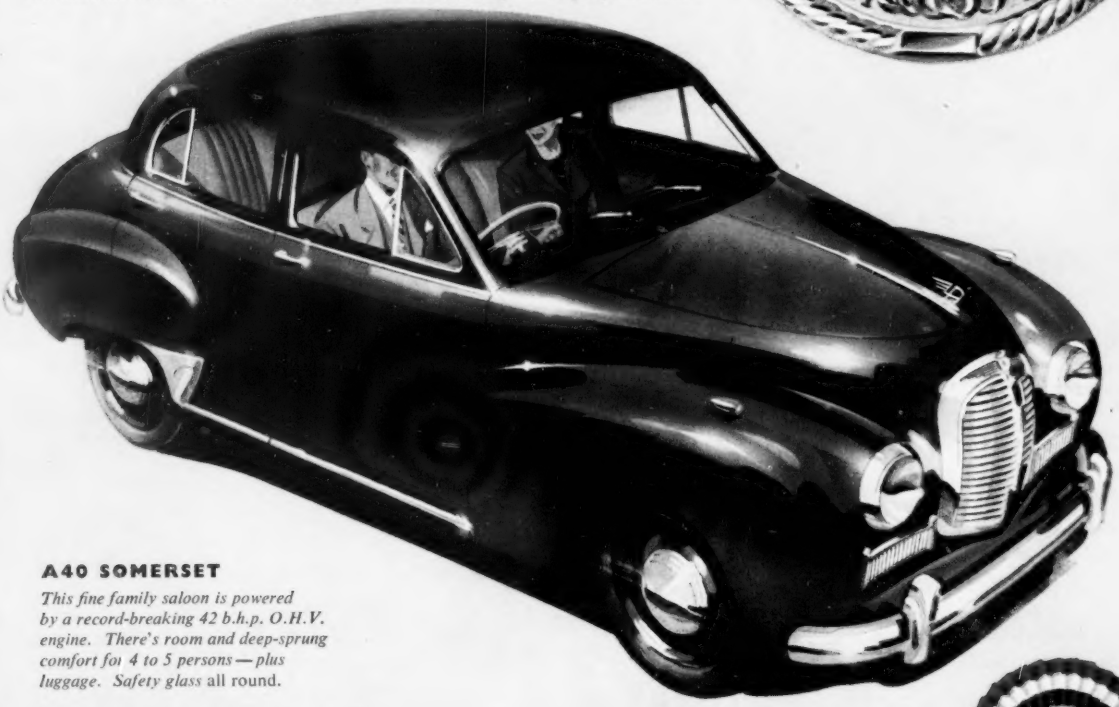
FOUNDED 1895 LARGEST CIRCULATION



KUNGLIGA AUTOMOBIL KLUBBEN—the Royal Swedish Automobile Club—has been giving valuable and comprehensive service to its members for over 50 years. From its headquarters at Södra Blasieholmshamnen 6, Stockholm 16, the club campaigns, among other things, for greater road safety and easier touring.

Planning a tour of Sweden is a simple matter with the help of the KAK. Port Officers of the KAK are ready to help with frontier formalities, and branch offices throughout Sweden give every assistance to visiting motorists.

This advertisement is one of a series featuring the world's leading motoring organisations.



A40 SOMERSET

This fine family saloon is powered by a record-breaking 42 b.h.p. O.H.V. engine. There's room and deep-sprung comfort for 4 to 5 persons—plus luggage. Safety glass all round.

In all the best clubs they say

AUSTIN—you can depend on it!

THE BRITISH MOTOR CORPORATION LTD BMC

Photographed by courtesy of Messrs. Carrington Ltd., Court Jewellers.

MASTERPIECES OF THE CRAFTSMEN'S ART

presented by

LOCKHEED

REGD. TRADE MARK

Makers of the World's Safest Brakes

80% of the World's cars fit Lockheed

This magnificent silvergilt centrepiece made in 1811 by Paul Storr for George III shows at a glance the same hallmark of craftsmanship that car drivers find in the perfect precision and dependability of Lockheed Hydraulic Brakes.

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA.

'There's a hole in your bucket..'

GO TO THIS SIGN
FOR SOLEX SERVICE

SOLEX
SERVICE
STATION

And there is many a worn carburettor on the roads today which might as well be a hole in your petrol tank. "With what shall I mend it...?" asks the song—and that's the one answer we're really sure about. Instal a new or reconditioned Solex and you'll be amazed at just how many bucketfuls of petrol you will save.

There is a Solex for nearly all makes of engine and an allowance is made for your old carburettor if you invest in a Solex. If your car is already fitted with a Solex not older than 1936 your Solex Service Station will supply *at specially reduced* price a latest type Reconditioned Solex, equal to new, to replace your present carburettor.

CUT OUT THIS COUPON — POST TODAY

Please send me your pamphlet, "Your Carburettor", also details of a SOLEX to suit my car and a list of Solex Service Stations.

NAME .....

ADDRESS .....

CAR ..... YEAR ..... HP .....

CARBURETTOR NOW FITTED .....
(Quote letters and numerals on Float Chamber if a Solex)

A/17/9/54

SOLEX LIMITED, 223/231 MARYLEBONE ROAD, LONDON, N.W.1

After 1300-mile tour— less than 15 minutes with NENETTE gives car *mirror-like finish*

MRS. S.K.A. OF REGENT'S PARK, LONDON, WRITES:

I think you will be interested in the enclosed photograph taken shortly after we had arrived at our home in Regent's Park, after three weeks' tour of Dorset, Devon and Cornwall, during which we covered 1,300 miles. Just before the photograph was taken we had spent less than fifteen minutes going over the Velox and the Argosy Caravan with our Nenette, with the result so clearly shown—a mirror-like finish. Incidentally, the car in the photograph is by no means new—two days before the picture was taken it had topped the 25,000 miles mark.

NENETTE *Dust-Absorbing Polisher*

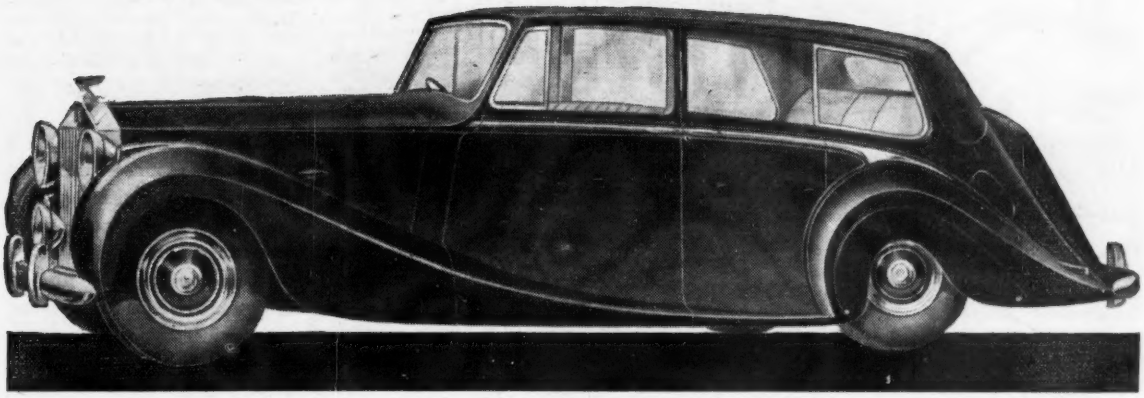
ON SALE AT GARAGES EVERYWHERE 13/9

Also at Stores and Ironmongers. In case of difficulty, send cheque or P.O. for 15/- (inc. post and packing) direct to LEXINGTON PRODUCTS LTD. (Dept. A.C.). 2, LEXINGTON STREET, LONDON, W.1. (GERrard 8600)

An Autoclean Product

BY APPOINTMENT
MOTOR BODY BUILDERS TO THE LATE KING GEORGE VI
HOOPER AND COMPANY (COACHBUILDERS) LIMITED

HOOPER

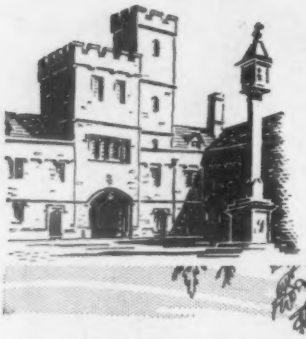


Hooper seven-seater Limousine, Design No. 8400, on Rolls-Royce Silver Wraith chassis, fitted with fully automatic gear with the overriding manual control

HOOPER AND COMPANY (COACHBUILDERS) LIMITED
54 St. James's Street, Piccadilly, London, S.W.1. Telephone : Hyde Park 3242

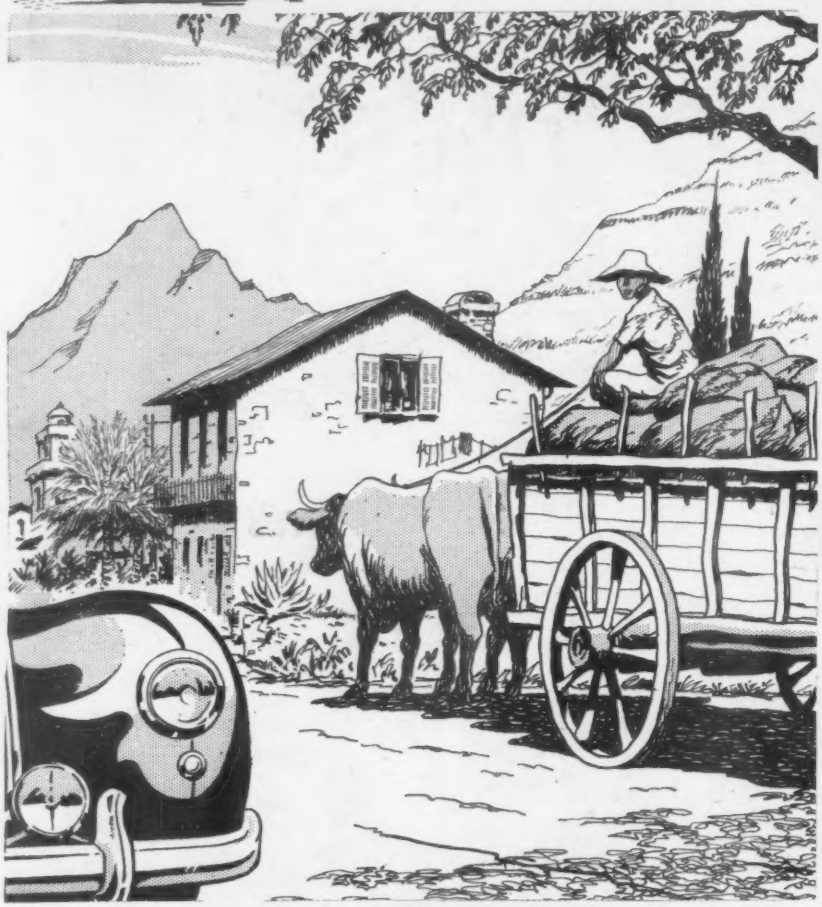
Official retailers of ROLLS-ROYCE, DAIMLER AND BENTLEY. *Distributors of* LANCHESTER CARS

FROM OXFORD

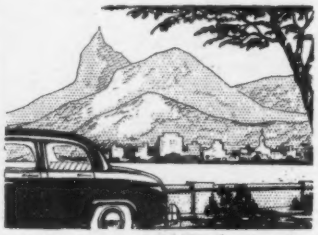


to the highways of the world

Oxford is not only one of Britain's loveliest cities—rich in antiquity, graced by the beauty of age, mellow with centuries of learning —it is a city powerful also in the industrial life of Britain. From Oxford, British cars travel to the four corners of the world.



Trans-Canada *From Halifax to Vancouver, across Prairie or Rocky Mountains, British cars in their thousands serve Canada. The majority have bodywork by Pressed Steel.*



Rolling down to Rio *Brazil, Argentina, Uruguay, Central America.... the New World knows well the dependability of British cars — and the strength of Pressed Steel bodywork.*

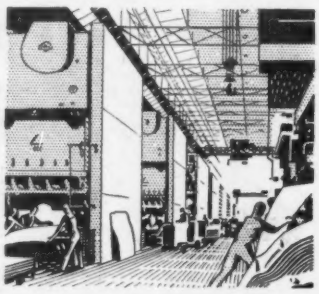
Under Mediterranean or tropic suns, in the rain and snow of the Northern hemisphere or the humid heat of the East, Pressed Steel bodywork maintains and enhances the British tradition of craftsmanship in engineering.

Cars are one of Britain's greatest, and most valuable exports—earning vital hard currency, maintaining employment, building prosperity. Pressed Steel Company Limited is proud to be associated not only with many of the most famous names in the British motor-car industry, including Austin, Daimler, Hillman, Humber, Jaguar, Morris, Morris Commercial, M.G., Riley, Rover, Singer, and Wolseley, but with other manufacturers yet to achieve world renown.

PRESSED STEEL COMPANY LIMITED

Britain's largest Independent Manufacturers of

CAR BODIES



Factories: COWLEY, OXFORD · THEALE, BERKSHIRE · LINWOOD, SCOTLAND.
Head Office: COWLEY. *London Office:* SCEPTRE HOUSE, 169 REGENT STREET, W.1.
MANUFACTURERS ALSO OF PRESTCOLD REFRIGERATORS, STEEL RAILWAY WAGONS, AGRICULTURAL IMPLEMENTS AND PRESSINGS OF ALL TYPES.

BOSCH

ELECTRICAL EQUIPMENT
FOR MOTOR CARS
& COMMERCIAL
VEHICLES

BOSCH
SPARKING PLUGS

BOSCH

FOGLAMPS, DRIVING LAMPS,
HEADLAMPS, BLINKERS,
WINDSCREEN WIPERS, DISTRIBUTORS,
IGNITION COILS, ETC.

Through versatility and modern methods BOSCH products have always been developed according to practical needs. BOSCH embodies the best quality in construction and manufacture

BOSCH

FLASHER UNITS

MANUFACTURERS:

ROBERT BOSCH GMBH STUTTGART

FOR FURTHER PARTICULARS PLEASE APPLY TO:

BOSCH LIMITED

45, SOUTH AUDLEY STREET, LONDON, W.1

Important announcement about Holt's DTD 779 ANTI-FREEZE

This Anti-freeze, Specification DTD 779, is issued by the Ministry of Supply (Directorate of Technical Development). In fact, it is the only *Anti-freeze permitted for Government and Service Vehicles and piston aircraft; it is therefore the best,* superseding all previous Ministry formulæ — *AND NOW this same specification is available to motorists from Holt Stockists throughout the country.*

Look for this Sign.

THE IMPORTANCE OF DTD 779 TO YOU

This new formulation gives greater protection than ever before — against extremes of cold, (down to 35° F. of Frost) — against rust and corrosion. DTD 779 is harmless to all engine parts *including aluminium.*

WHY YOU SHOULD USE DTD 779

Your car is a large capital investment, it is therefore wise to accept the same ruling as the Ministry of Supply Technical Development Directorate and insist on DTD 779 — *there is nothing better.* Remember DTD 779 Anti-freeze *costs no more than the Anti-freeze formulæ it has superseded.*

HOW YOU CAN GET DTD 779

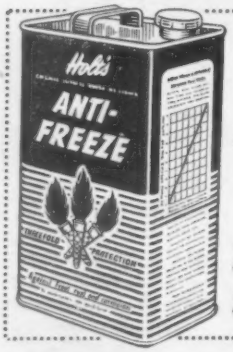
Get Holt's Anti-freeze — made to Ministry of Supply Specification DTD 779 from your local garage man. Insist on seeing this number on every tin and the "DO NOT DRAIN" TAG. It is your guarantee! Be sure you SPECIFY DTD 779 to your garage man because there is nothing *better* or *safer.*

Specify Holt's DTD 779 because it gives complete protection against extremes of cold even down to 35° F. of Frost.

Specify Holt's DTD 779 because it is the highest specification known and issued by the recognised top authority of Anti-freeze formulæ in this country — because it is harmless and non-corrosive to all engine metals (See Technical Note below).

Specify Holt's DTD 779 because it will not cause deterioration of rubber hose with consequent danger of leaks.

Specify Holt's DTD 779 because it contains a special fluorescent ingredient which is instantly recognisable, preventing inadvertent draining—a common cause of loss. Quickly shows up minor leaks allowing remedial action to be taken.



1 Pint **8/6d**
1 Quart **16/6d**
½ gallon **31/0d**
1 gallon **59/6d**
Also available in 5 gallon drums

NOTE FOR THE TECHNICAL MOTORIST

The Formulation of DTD 779 has taken special regard for the complete safety of all engine metals; it includes:—

SODIUM MERCAPTOBENZOTHIAZOLE
This compound affords special protection to copper and cuprous alloys of great importance to the safety of the radiator core and the thermostat.

TRIETHANOLAMINE PHOSPHATE
effectively prevents the rusting and pitting of cast-iron and steel—a vital protection for the cylinder block etc.

CONTROLLED pH
a rigidly controlled pH—protects aluminium and alloys.

SODIUM FLUORESCIN
gives DTD 779 its brilliant green fluorescence.

HOLTS DTD 779 Anti-freeze is available from Garages, Halfords Branches and Motor Accessory Stores throughout the country. In case of difficulty write or phone, Technical Division, Douglas Holt (Est. 1919) Ltd, 5-6 Eagle Street, Holborn, WC1 Tel: CHA 9191.

Reproduced by kind permission of the Ford Motor Company, Dagenham

You have more than a wheel in your hands

Sometimes a man at the wheel forgets. His hands grip the circle of plastic ; but his mind is miles away. Then — a boy tries to beat the first bell, and doesn't remember how he was taught to cross the street. A little girl pushes her way out of the bus and races towards her afternoon milk and cookies. A gang of happy small fry let off steam on the way home ; only a motorist with his mind on the job can save them.

Why do design engineers strive endlessly to build more safety into cars? Why must "Safety First" mean more than a slogan ? Why does any driver have more than a wheel in his hands ? Look at children for a moment, and you know why.

A cherished ball will roll onto the street, closely pursued by its pint sized owner. Some of the most exciting races in history are run on the way to and from school, often past the safety of the pavement. And hop-scotch boxes are nearly always drawn but a laugh away from a stream of traffic.

When children are on the streets, a driver must go slowly, extra slowly.

The roads are your roads. Every highway, every byway, every main thoroughfare and every back street. And all the children on it are your children. The fate of so many is in your hands — when your hands are on the wheel of a car.

REGENT

OIL COMPANY LIMITED

★ ★ ★ ★ ★ ★ ★ ★ REGENT ★ ★ ★ ★ ★ REGENT ★ ★ ★ ★ ★ REGENT BENZOLE MIXTURE ★ ★ ★ ★ ★ ★ ★ ★

TRIUMPH'S CHOICE—

'Vynide' for the TR2

Regd.

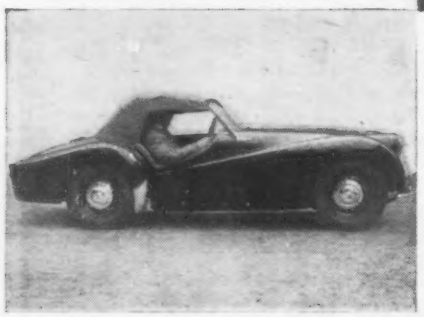
The Triumph Motor Co. (1945) Ltd. and other leading car manufacturers choose

'Vynide'

for car seating, hoods and tonneau covers, as well as for panelling because 'Vynide' is:

HARD-WEARING
SCRATCH-PROOF
FIRE-RESISTANT
STAIN-PROOF

-unaffected by petrol, oil and dilute acids



'Vynide' will keep its smart appearance through years of hard wear. The only maintenance required is an occasional wipe-over with soap and water.

'Vynide' is the registered trade-mark of the p.v.c.-coated fabric manufactured only by the Leathercloth Division of Imperial Chemical Industries Ltd.

'Vynide' – *best in the long run*

IMPERIAL CHEMICAL INDUSTRIES LTD., LONDON, S.W.1

V.23A

Regency

The FIRST name in Car Seat Covers

HERE'S NEW, RICH BEAUTY for your car! Regency tailored car seat covers are available in a delightful range of patterns—every set designed for the model specified, and arranged for simple and efficient fitting. Perfect tailoring ensures that the covers appear to be part of the upholstery of the car. All seams are attractively piped, and openings for centre armrests are fitted with zip fasteners. The materials for Regency seat covers are specially chosen for *your* car, and each has a host of practical advantages.

The name "Regency" is registered and is embroidered on every set of covers that leaves our factories—it is your absolute guarantee of satisfaction—look for the name and accept no substitutes.

STAND No. 4

- ★ **They take the wear—and keep your upholstery in brand new condition.**
- ★ **They're beautifully tailored for 100% fit.**
- ★ **Easily cleaned with brush or cloth.**
- ★ **Can be safely dry-cleaned by approved methods.**
- ★ **They're kind to your clothes.**
- ★ **Attractive appearance.**
- ★ **Wide range of designs.**
- ★ **Prices for every pocket.**

Wings Day SEPT 18 — Give for those who Gave

Post today for FREE patterns & prices

Name _____

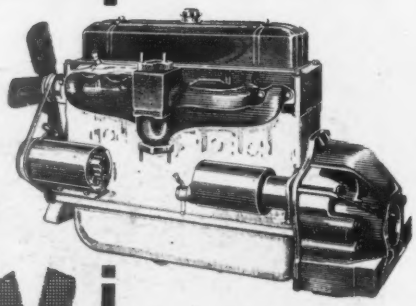
Address _____

_____

Make _____ *Model* _____ *Year* _____ A

REGENCY COVERS LTD., West End Showrooms, 169 Great Portland Street, London, W.1.
Factories at Tottenham and Norwich **Telephones LANgham 9001**

MORE M.P.V.
(MILES PER VAUXHALL)
WITH HML Enginuity



Yes, HML rebuilt engines mean more M.P.V. (Miles per Vauxhall). Put a new heart in your Vauxhall —fit an HML Rebuilt Engine.

RADIO. We have a special department for car radio installations and repairs.
Trade enquiries invited.

PARTS SERVICE DEPARTMENT
Open Monday to Friday 8 a.m. to 6.30 p.m.
Saturday 8 a.m. to 4 p.m.
Sunday 10 a.m. to 1 p.m.
Ring PADdington 0028 for immediate service.

THE HML ENGINE EXCHANGE PLAN

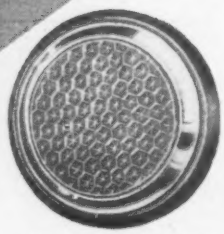
Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35.

Deferred terms available. May we send you a copy of our booklet?

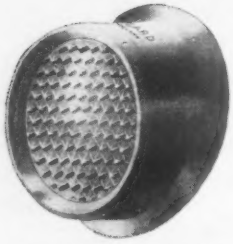
HAMILTON MOTORS (London) **LTD.**

VAUXHALL AND BEDFORD MAIN DEALERS, 466-490, EDGWARE ROAD, LONDON, W.2.
169-171, HARROW ROAD, LONDON, W.2. Telephone: PADdington 0022 (12 lines).

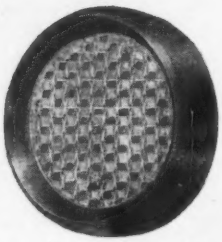
CALLING ALL MOTORISTS— FIT TWO REFLECTORS BY OCT. 1ST!



Ref. 723 1⅞in. Reflector, Chrome bezel, rubber mounting, self-tapping screw. (Alternative Nut and Bolt fitting—Ref. 921.) Price 2/6 each.



Ref. 923 1⅞in. Reflector, wedge-type, rubber mounting, self-tapping screw. Price 2/- each.



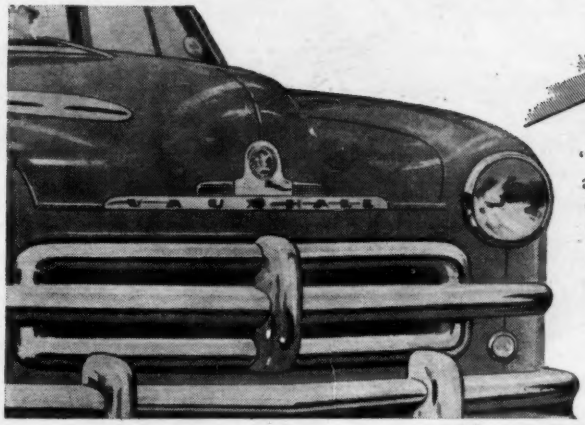
Ref. 922 1⅞in. Reflector, black rubber mounting, self-tapping screw. Price 2/- each.

TO COMPLY SAFELY WITH THE LAW

INSIST ON Wingard NOW

A MODEL FOR EVERY VEHICLE

WINGARD (M.A.) LTD. CHICHESTER, SUSSEX



" Instantaneous starting from cold, and quick warming up to run normally were good points .... in either hard or gentle driving, the Velox is commendably economical on petrol for a car of such roominess and performance .... the high compression engine accentuates existing virtues, providing better acceleration and hill climbing .... "

Extracts from " Motor " Road Test, March, 1954

Delco-Remy

OIL-FILLED IGNITION COILS

assist fine VAUXHALL PERFORMANCE with these features :—

- Hermetically sealed against moisture—the major cause of ignition failure
- Oil-filled for permanent insulation and better heat dissipation
- Balanced windings for maximum performance
- Improved top gear acceleration and flexibility
- Reliable engine starting and low-speed performance

Can be fitted in any position

Guaranteed for 2 years

LIST PRICE: **36/-** (6 and 12 volt)

A better coil for ANY car!

Available from your usual supplier and all authorised Vauxhall dealers

AC-DELCO DIVISION OF GENERAL MOTORS LTD DUNSTABLE BEDS

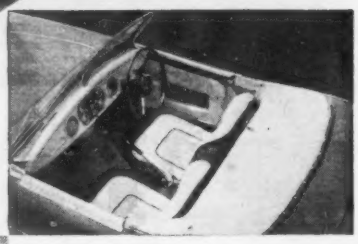
Power graced by elegance

SPEED Packed into the 2 litre engine of the Swallow Doretti is all the surging power needed to send the miles scudding behind. Although capable of over 100 miles an hour the car is ideal for fast touring at 75 to 90 m.p.h.

STYLE Beautifully styled on the classical Sports Car lines it provides the utmost in elegance.

SAFETY The 50-ton tubular steel chassis of the Swallow Doretti is specially built to meet the stresses of high-speed motoring and to ensure the greatest possible stability.

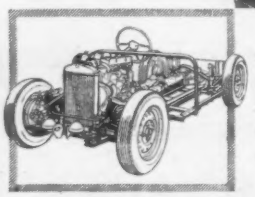
COMFORT Controls and steering are so arranged to give maximum comfort for the driver, while the interior is luxuriously fitted.



Swallow Doretti

Britain's new luxury sports car

Price £777.0s.0d. P.T. £324.17s.6d.
For name of nearest Distributor write or phone to:
THE SWALLOW COACHBUILDING CO. (1935) LTD.
The Airport, Walsall, Staffs. Walsall 4553.



ABOVE *is shown the luxurious interior of the Swallow Doretti with controls neatly grouped in front of the driver, while* LEFT *shows the 50-ton tubular steel chassis that ensures complete stability.*

NUWAY tailored car mats

Fit NUWAY—the practical car floor covering for the protection of new carpets and the replacement of old. NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and resilience. They cut down cleaning. They are low in cost and guaranteed for 10 years.

Obtainable through leading Motor Agents and Accessory suppliers, & through Halfords.

Exhibiting at the Motor Show
Stand No. 336

NUWAY MANUFACTURING CO. LTD.
COALPORT. SHROPSHIRE. ENGLAND.

SM/NM 1096

The number plates *that never look like an afterthought.....*

An attractive car deserves an attractive pair of number plates—number plates which look as if they were designed to be fitted to the car. Ace number plates have that quality—the " Silver Peak " with its well-known satin-silver non-glare characters is undoubtedly the smartest plate of its type—the characters have a unique and pleasing style and a finish which always cleans-up like new. There is also a " White Peak " in the same style for those who prefer white characters.
For the coachbuilt vehicle, there is no better rear number plate than the Ace " Registrator " translucent plate shown below (type R.9). It is fitted with Ace Translucent Prismatic characters which are internally illuminated from lighting units built in at each end of the plate. Twin " reversing " or " stop " lights are also incorporated.
When you order a new car, or whenever you need new plates, remember to ask for ACE—Britain's best number plates; meanwhile if you would like a catalogue please write to the address below.

ACE—
Britain's best
NUMBER PLATES

ACE "SILVER PEAK"

ACE "WHITE PEAK"

ACE "REGISTRATOR" TYPE R.9

We can also supply panels of Ace Prismatic Translucent characters (as shown on left) suitable for fitting into Ace " Registrator " type R.9 or Lucas rear number plate box assemblies.

CORNERCROFT LTD.

Motor Accessories Division.
Ace Works, Coventry. *Telephone Coventry 40561-5, and at 32 Clarges St., London, W.1. Telephone: Grosvenor 1646.*

MC 10

CARAVAN SALES
Touring Caravans, Trailers

Introducing THE NEW CARAVAN WHICH WINS BY 14 POINTS

1. Outstanding value at only £275 ex works.
2. Advanced design in top quality materials.
3. More length with no more weight (14ft.—14 cwts.).
4. All aluminium exterior finished in a smart two-tone grey.
5. Upholstered in exclusive fabrics to sleep 4 in comfort.
6. Every convenience inside and out—including a TOILET COMPARTMENT.
7. Attractive, useful furniture and fittings—designed from experience.
8. Many really new features—including curved corner windows.
9. Styled for your new car—a perfect pair.
10. Is leading the field in towing performance.
11. Thoroughly road tested and proved.
12. From the famous Sprite range—your guarantee of perfection.
13. Approved by National Caravan Council.
14. World-wide distribution—the right 'vans in the right places.

£275 EX WORKS

See this new 'van at the MOTOR SHOW with the new seasons models.

STAND 192 Illustrated literature on request.

SPRITE CARAVANS — TRAVEL THE WORLD

ALPERSON PRODUCTS LIMITED
NEWMARKET · SUFFOLK Tel: NEWMARKET 2247

What's missing from YOUR CARAVAN?.. is OUR BUSINESS...

This is but a small Selection from our
EXTENSIVE RANGE

Send now to Dept. (A1) for revised 32 page 1954 illustrated Catalogue, 9d. in stamps, Post Free.

Open every day incl. Sunday 10-1

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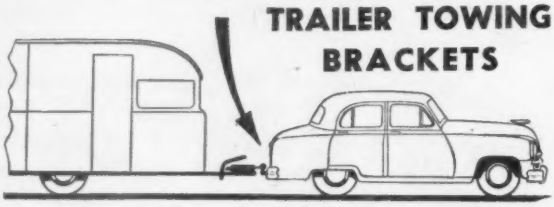

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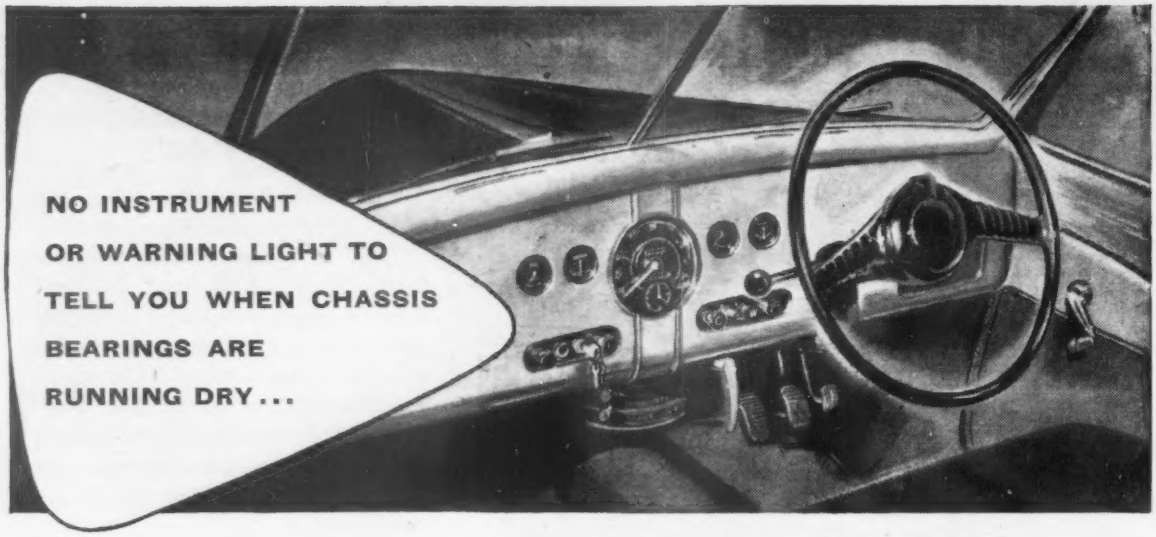

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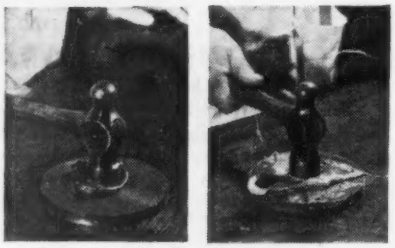

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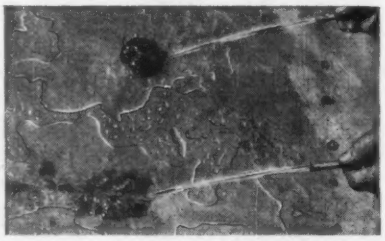

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Telephone: Waterloo 3333 (60 lines).

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ANNUAL SUBSCRIPTION
Home and Overseas : £3 5s. 0d.
Canada and U.S.A. : $10.

In This Issue

Breaking Down the Average 374
News and Views 377
Disconnected Jottings .. 379
Tourist Trophy Race .. 380
ROAD TEST: Jaguar Mark VII 386
A Taste of Triumph .. 390
Anglo-American Veteran Rally 392
All in a Day's Drive .. 395
Correspondence 397
Used Cars on the Road .. 400
Tour de France 401
Other Weekend Events .. 403
The Sport 404
Club News 405
In Brief 406

The Autocar
FOUNDED 1895

No. 3068 *Friday, 17 September 1954* Vol. 101

Dazzle

AS was to be expected, the Road Research technical paper *Vehicle Headlighting: Visibility and Glare* serves only to emphasize once again what an intractable problem dazzle is. This is, presumably, the report for which the Minister of Transport has been waiting for the past few years, and it is a pity that, in some Parliamentary answers on the subject of dazzle an optimistic impression has been allowed to grow as to the outcome of experiments being made. The report's recommendations, by their very complexity, shatter any such optimism:

> If uniformity within narrow limits is to be achieved the following action appears to be essential:
>
> 1. Adoption of a particular design of beam, or issue of a specification with which all meeting beams manufactured must comply, and fixing the mounting height.
> 2. Specification of the way the beam must be aimed.
> 3. Specification of a limit beyond which the beam must not be allowed to deteriorate.
> 4. Discontinuance of the practice of reinforcing the "official" meeting beam with beams from other lamps.
> 5. Formulation of a specification in terms of intensity and orientation with which beams from lamps of earlier designs should comply.
> 6. Devising and applying effective methods for ensuring that the specifications regarding aim and deterioration are adhered to.

Recommendation 6 pinpoints the difficulty of such a plan of campaign—enforcement of the regulations, which would be quite impossible. In isolated instances an offender might be stopped at night and proved to have offended, but time, place and police would all have to coincide. Otherwise, unpremeditated anti-dazzle testing would have to be done on night roads, to which we are unalterably opposed. The roads are cluttered up enough already with the trappings of authority Moreover, vehicles halted on night roads cause considerable danger.

Two long-term solutions exist to the dazzle problem: one is polarized light, intimidatingly complex in application, the other, wide main roads with central hedges. No dazzle exists on such roads, where most of the traffic would tend to be; such dazzle as would remain on minor roads could be accepted as one of the inevitable imperfections of life.

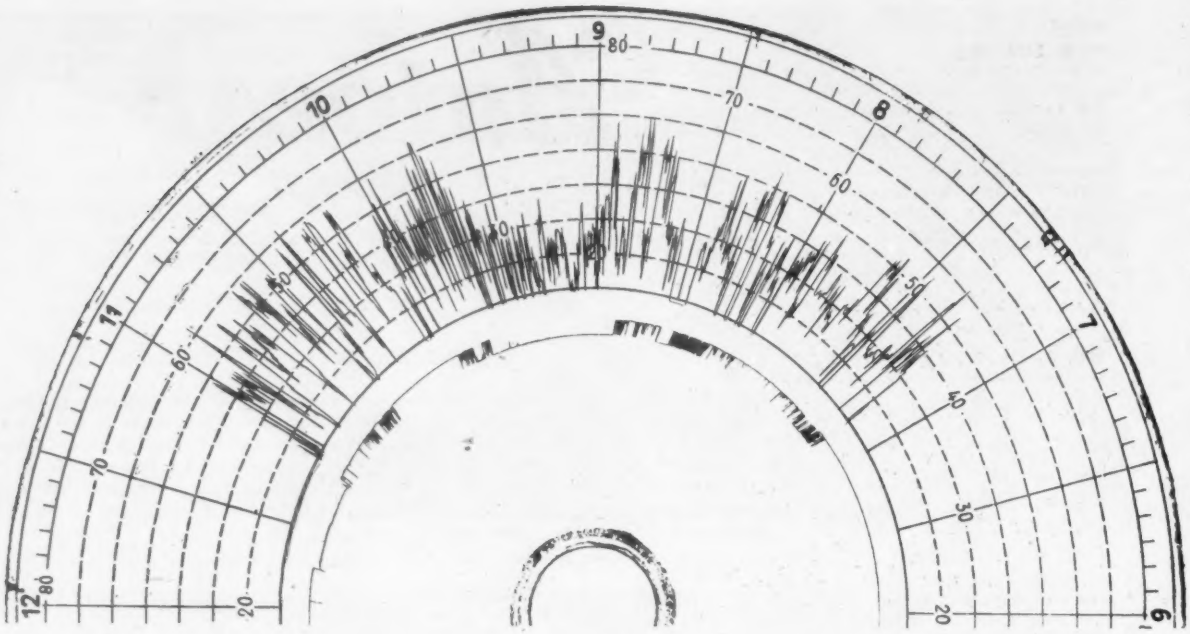
Many Benefits

IT remains incredible to all but the most cynical that successive Governments refuse to see the great benefits that would flow from increased road construction The cynic shrugs and remarks that roads do not earn votes where "free" benefits for voters do; yet even the most ignorant voter should be aware of the road building that is going on all over the world except in Britain, and should note the coincidence that the most go-ahead countries in the economic sense have the most modern road systems.

From the humanitarian aspect, Mr. Donald Bastow has hit hard at *laissez-faire* administrations; his remarks, which were quoted in *The Autocar* of September 10, have been reinforced by the September 1 issue of the *Medical Press*, whose leading article says:

> It is time that governments stopped sheltering behin the formidable powers of the police, with their automatic accusations of dangerous or careless driving, and faced the fact that our roads are the most dangerous in Europe. Face it we must sooner or later, and the longer we leave it the higher the cost in labour and land values, but above all in lives and limbs. Every day's delay, let those responsible remember, means death or injury that they could prevent.

In one other respect Britain is being put further out of date, for Pakistan is changing the rule of the road to the one observed in most countries of the world—keep right. No one minimizes the difficulties of this change, but the time is approaching when Britain will be alone on the left. The Pakistan change should be studied on the spot in case this country's practice should one day become too anachronistic ar example of isolation.



From Sussex to Silverstone, graphically recorded by the Hico Tachograph. The numbered rings indicate speeds in m.p.h., and the radial lines, the time. The log of the journey is, briefly, as follows: Start, 7.15 a.m.; various halts until 8.15 a.m. for traffic lights, pedestrian crossings and so on in Tunbridge Wells, Tonbridge and Sevenoaks; 8.27—8.33 a.m., halt at Godstone for fuel, oil and air; 8.45 a.m., Dorking; 9.10 a.m., Kingston; 9.35 a.m., North Circular Road; 9.40-9.45 a.m., A40, with interruptions for roundabouts; 9.45 a.m. turned off A40 for Great Missenden; 10.08 a.m., brief stop at Amersham; 10.20 a.m., traffic lights in Wendover; 10.30 a.m., traffic lights in Aylesbury; 11.08 a.m., arrived Silverstone.

BREAKING DOWN THE

SOBERING THOUGHTS IN CONNECTION WITH MEAN SPEEDS

INVALID claims of high average speeds have ever been a popular topic of conversation among keen drivers. It is a very human failing to enjoy admiration; in circles where driving skill and ability are admired, what easier way is there to gain kudos than by claiming to have made a journey in a shorter time than anybody else—at all events, in a time which will impress the audience? Unfortunately, it is among the knowledgeable that such claims carry—or should carry—least weight, the claimant deceiving nobody but himself.

More often than not, the calculations of average speeds are based on a little hasty mental arithmetic which runs along these lines: "We started just after lunch—I noticed the town clock as we left; let's say 2 p.m. It's now 5.10—let's call that 5 because of the stop for cigarettes. That's three hours. Then you can knock off a quarter of an hour at least for the fuel stop when we had the oil and tyres checked, and probably half an hour for tea. What does the trip read? Eighty-nine miles—call it 90, it's easier to work out. What does that make it? Good heavens, 90 miles in 2¼ hours, an average of 40 m.p.h. That's not bad." Nor, indeed, is it bad to average 40 m.p.h. in everyday conditions on British roads. In fact, however, the average is probably very much less.

Perhaps the town clock read five minutes to two; certainly the stop for cigarettes did not take more than three minutes, and it would be a very overworked and understaffed garage that could not refuel the car and check the oil and tyres in seven minutes. The tea stop took, perhaps, 20 minutes. We have, therefore, a probable stopping time of half an hour. Then there is the possible discrepancy between the accurate town clock and the driver's watch, which loses and is five minutes slow. This makes the total time 3 hours and 20 minutes. Subtract the stopping time and it leaves a running time of 2 hours 50 minutes—or an average speed of 31.8 m.p.h. This is the opposite extreme; the answer probably lies somewhere between the two.

Those are the more obvious sources of error which, without much trouble, can be avoided. Clearly, if the result is to be worth anything at all, the time and distance must both be measured accurately. It is useless to take the starting time from one clock and the finishing time from another, without any check as to the accuracy of either. Distances themselves are subject to error. Those quoted in the R.A.C. and A.A. handbooks are from town centre to town centre. It will obviously give an extremely flattering result if the distance is taken as being to the beginning of the built-up area. For practical purposes the mileage indicated by the odometer is usually taken, but one cannot expect any high degree of accuracy from this. The discrepancy may not make very much difference on a 90-mile run, but on a day's travelling of 300-400 miles it can have appreciable effect.

During *The Autocar* Road Tests the speedometers of the cars are checked against an electric speedometer which is regularly sent to the manufacturer for testing. Car speedometers are often found to read 5 per cent high in m.p.h., and more at higher speeds, and this may apply equally to the odometer, though that does not necessarily follow. A journey of 300 miles might be shown by the odometer as being 315 miles—a true average of 30 m.p.h. would become

31.5—not particularly significant in this form, but 40 m.p.h. sounds very much better than does 38.5. However, a further consideration arises out of this.

The speedometer may read 5 per cent high at speeds up to 70 m.p.h. but, at higher speeds, centrifugal force increases the diameter of the tyres, progressively reducing the speedometer's "flatter" until it may read low. Suppose, on a five-hour journey, the miles put into each hour by a car capable of a cruising speed of 70 m.p.h were 43, 48, 47, 38 and 45. These would all be subject to the 5 per cent correction and would become 40.8, 45.6, 44.6, 36.1 and 32.7 miles. Another source of inaccuracy, and one that it is almost impossible to cater for, is wheelspin. In a high performance car on wet roads it can definitely throw one's calculations out.

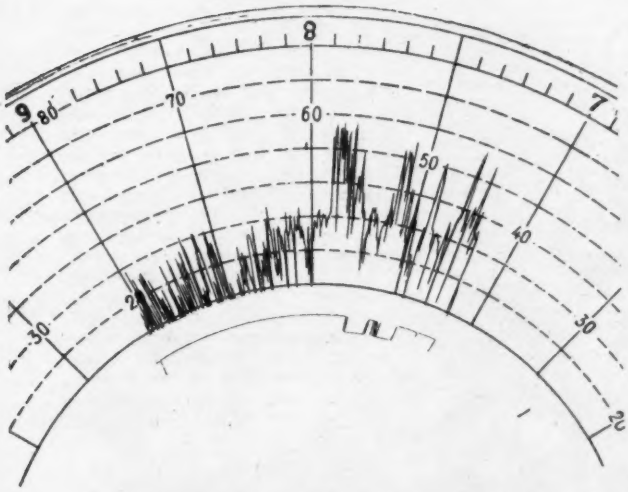
The habit of deducting time for hold ups and stops is not altogether justified. If an average is to mean anything, it should indicate the total distance covered in the total time. It is no criterion of the car's performance or the driver's ability to "stick at it" if he claims that his average was 50 m.p.h. allowing for a halt to reline the clutch and a night in bed for the exhausted driver to get over his exertions. It is interesting, however, further to subdivide one's running time into periods spent in restricted areas or on the open road.

A very familiar daily journey starts in Sussex, near Tunbridge Wells (itself in Kent), and finishes in London. The odometer-indicated distance is 44.7 miles and, on a recent occasion, when figures were taken, the journey took 1 hour and 28 minutes, an all-in average of 30.5 m.p.h. Of the total distance, 27.3 miles are in restricted areas, 13.6 are on main roads and 3.8 are on B class roads. On the occasion quoted, the 13.6 miles of main roads were covered in 17 minutes—an average of 48 m.p.h. The built-up areas, before the rush hour, produced an average of 24.8 m.p.h. (27.3 miles in 66 minutes), and the B class roads (3.8 miles in 5 minutes), 45.6 m.p.h. The not very impressive main road average is accounted for by the fact that the restricted areas are six in number and the longest main road stretch is seven miles; four of the unrestricted sections are under two miles. The opportunities, therefore, for sustained high cruising speeds are few, and it is felt that, by observing speed limits and in a car with a maximum speed of 75 m.p.h., this is probably as fast as the journey can reasonably be made.

These figures introduce an interesting point. The total average (total distance divided by total time) gives a figure of 30.5 m.p.h. But by adding the three averages (48, 24.8 and 45.6 m.p.h.) together one gets a figure of 118.4 which, divided by three, gives 39.4 m.p.h. and proves the fallacy of trying to average averages.

AVERAGE

By PETER GARNIER



This disc indicates clearly the differing rates of progress on the open road and in restricted areas. The log reads as follows: Left 7.08 a.m.; 7.19 a.m., Tunbridge Wells; 7.27 a.m., Tonbridge; 7.31 a.m., clear of Tonbridge; 7.40 a.m., Sevenoaks; 7.46 a.m., clear of Sevenoaks; 7.55 a.m., London starts (built-up area at Bromley); 8.30 a.m., traffic lights at Camberwell; 9.05 a.m., Stamford Street, near Waterloo.

Not Easy

To maintain an average of 50 m.p.h. on British roads takes a great deal of doing, and a car that will reach a maximum of 80-90 m.p.h. in a reasonably short time is necessary. On a recent journey from Dunkirk to Berne in the personal 1950 Standard Vanguard, a running average of 43 m.p.h. was maintained without intentionally exceeding 65 m.p.h. The journey was some 490 miles and, including stops, the average was 33 m.p.h. No attempt was made to do the run in record time, the primary object being to spare the car. On a subsequent journey from Cherbourg to Bordeaux in a Bristol 403 which would approach a three-figure maximum, the running average for the 399-mile journey was around 48 m.p.h. Both journeys were made on excellent French roads. A cruising speed of 65 m.p.h. was used on one run, producing an average of 43 m.p.h.; on the other the car travelled frequently at 85 to 90 m.p.h. and produced an average increase of only 5 m.p.h.

The best sustained speed in the Bristol was 20 miles in 20 minutes, but at no time were anything like 60 miles put into an hour; the best figure was 55 miles. If, on the wonderful *Routes Nationales* in a fast car, this mile-a-minute average was not maintained for 60 minutes, how manifestly unlikely it is on British roads! And yet the claim is frequently made. It is not, repeat not, true to say that one has done 60 miles in an hour when one has, in fact, covered 30 miles in 30 minutes. In ideal conditions, perhaps at night or in the early morning in summer, and with a car with brisk acceleration, it is obviously possible, but conditions have to be exceptional.

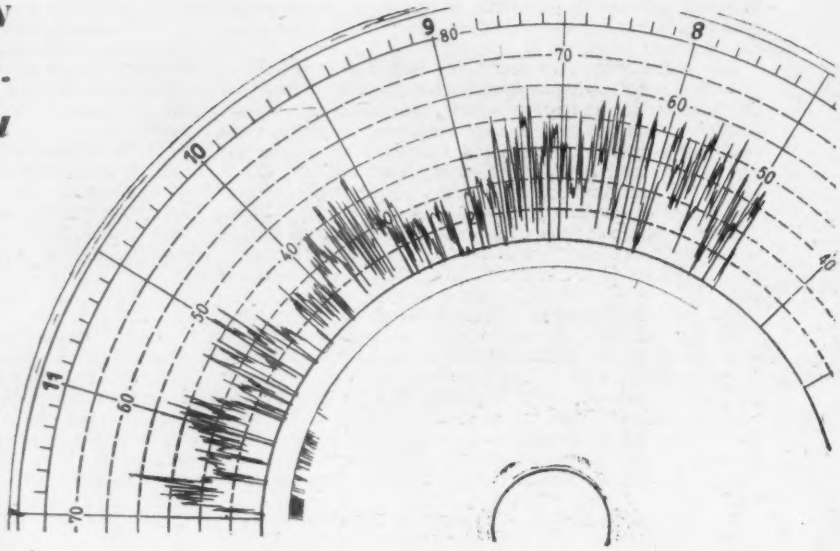
On the Record

The findings of an instrument—the Hico Tachograph—recently tested by *The Autocar* (July 9 issue), make an interesting study, and show graphically how much varying road conditions affect rate of progress. The Tachograph is made up of hinged halves; the front half contains a clock, and the rear a speedometer. The dial includes the speedometer and, inset, a clock face and an odometer. The clock-winding "key" is a large, flat metal plate on to which is pinned a specially prepared, waxed paper disc. The speedometer mechanism, in addition to operating the needle on the dial, moves two pointers radially outward in a slot. As the clock slowly revolves the disc and the speedometer operates the pointers, a trace is made on the waxed surface of the disc. The points nearest the circumference indicate the highest speeds reached and, when the trace meets the inner ring on the disc, it indicates a halt.

It is possible, by studying the disc closely after a journey, to calculate, with a moderate degree of accuracy, standing time, periods of sustained high cruising speed, time spent in built-up areas and so on. It can be seen from the sections of disc reproduced how relatively little travelling time—in this country, at all events—is spent at a reasonable cruising speed. One realizes, too, that, in conditions of everyday traffic, to achieve a good overall average a very high cruising speed has to be maintained on the open road, in order to offset the time spent crawling through towns.

Although this instrument was designed primarily for use by new car delivery firms as a check that their drivers are not exceeding the running-in speeds of the cars they are delivering, it shows only too clearly the state of our roads. It shows, too, that claims to have achieved phenomenal

BREAKING DOWN THE AVERAGE . . . . . continued



The return journey, leaving Silverstone at 7.25 p.m. and reaching the Sussex base at 11.28 p.m. The slower second half of the run is accounted for by denser traffic and darkness.

averages are often but admissions of driving far too fast on an utterly outdated and hopelessly overcrowded road system.

The total length of the public roads in Great Britain, over which we try to put up reasonable average speeds, is 180,000 miles. Trunk roads and Class 1 roads account for about 15 per cent; of the remaining 85 per cent, Class 2 roads make up 10 and unclassified roads 75 per cent. The last category includes the bulk of residential streets and country lanes. This means that, on a completely representative journey of 100 miles, no fewer than 75 miles would be spent in conditions where high speeds are impossible. Obviously one selects routes to avoid, wherever possible, this 75 per cent, but the fact remains that it exists, and it is not possible entirely to avoid it. On the 10 per cent of good, fast roads, however, the post-war population of heavy goods vehicles has increased by 90 per cent over the pre-war figure. There are, in fact, more than twice as many goods vehicles registered as there were before the war. The 50 per cent increase in registrations of cars over the pre-war figure has shown a traffic increase of only 5 per cent because of the effects of over-taxation of private motoring.

When studying these figures, one cannot but conjecture on the state of the roads in a few years' time. If traffic—or actual usage—continues to increase at this slower rate than the increase in registrations, it will take some time before saturation point is reached. If taxation is reduced and traffic increases in proportion to the new registrations, it should not be long before our towns are joined by sausage-like strings of cars incapable of moving ahead or astern. What price average speeds then?

The state of affairs in Central London is, of course, well known. The section of the Tachograph disc does not show a crossing of Central London, nor does it indicate rush-hour conditions. It shows a run through South-east London, from Bromley to Waterloo, at a time before the morning rush, but it is bad enough. During the busiest times of the day, Central London traffic progresses at the rate of only 8 miles in each hour, and a third of the time spent on a journey through this area is occupied by waiting at road junctions. It has been calculated by the British Road Federation that there are, on average, 200-300 people per mile sitting, impatiently doing nothing, in cars, buses and lorries brought to a standstill by congestion during the rush hours. And, what is more, if the speed of traffic could be doubled to 16 m.p.h. in Central London there would be a saving of 13,000 man-hours each hour.

All these things show why sustained high average speeds are very hard to achieve. If an average is to mean anything, the time must be accurately taken on one reliable watch or clock. The times for stops and hold ups—if they are to be considered—must be recorded sincerely, and the distance taken as being covered must be correct. If these factors are genuinely accurate the speedometer's mileage-computing error (at least this is constant for a particular car) and inaccuracies introduced by wheelspin can be ignored except by the purists. No doubt, however, we shall continue to seek to impress our friends by telling them we have averaged 50 m.p.h., covering 300 miles in 6 hours, when, in fact, we have covered 295 miles in 6 hours 10 minutes and averaged only 47.8.

Central London's traffic; average speed, during the rush hour, 8 m.p.h. These cars contain some of the 200-300 people who, in each mile, sit impatiently in cars, buses and lorries brought to a standstill by congestion.

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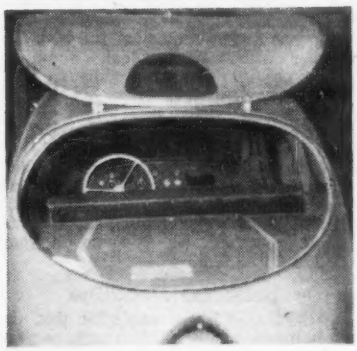
NEWS and VIEWS



Two views of the latest Fuldmobil NWF 200 from West Germany, shown at St. Erik's Fair in Stockholm. The 200 c.c. engine, rear mounted, drives the single rear wheel through a three-speed gear box with reverse. The price in Sweden is about £300.

Tubeless Tyre

A TYRE with no separate inner tube is now being made in the British factories of the Firestone Tyre and Rubber Co., Ltd. For some time, the tubeless tyre has been made in America. The new tyre will be seen at the London Motor Show. In the long run, the importance of tubeless designs is that they may be connected with puncture-resistant features of design and lead to the abolition of the spare wheel.

Road Fund Licences

MOTOR vehicle licences expiring on September 30 may be renewed now, and the Minister of Transport and Civil Aviation asks licence-holders to make early application, preferably by post, for renewal, forms for which may be obtained from Money Order Post Offices. Licences may be renewed at Post Offices provided there is no change in the type of licence required or in the duty payable, with the exception of goods vehicles and tractors, for which application for renewal of licences must be made to the local taxation office. Applications must, in all cases, be accompanied by the appropriate remittance, the registration book and the current certificate of insurance against third party risks.

Shattered Screens

THE undue emphasis on toughened glass screen breakages on the Portsmouth Road (A3) in the neighbourhood of Esher, Surrey, was ridiculed by Sir Graham Cunningham, chairman and managing director of Triplex, in his annual statement to stockholders. Sir Graham said that most of the breakages were stone-caused. As regards other suggested causes, he asked why side and back windows remained unaffected if these causes could be twisting of the car body, heat and cold effects, or unsuspected vibrations in the atmosphere? His explanation of a sudden and apparently inexplicable breakage was that a minute crack caused by a stone earlier in the history of the screen had suddenly spread to disintegration point.

Similar "debunking" of the "missile mile" theories was made in an article in the August 27 issue of *The Autocar*.

Price Increases

INCREASES have been made in the prices of certain Rolls-Royce and Bentley models. They are: Rolls-Royce Silver Wraith—Park Ward touring saloon, basic price £4,695 (former price £4,545), total with tax £6,652 7s 6d; Park Ward seven-passenger, basic £4,845 (£4,720), total £6,864 17s 6d; Hooper seven-passenger, basic £4,845 (£4,720), total £6,864 1s 6d; Mulliner touring limousine, basic £4,895 (£4,714), total £6,935 14s 2d; Hooper touring limousine, basic £4,845 (£4,695), total £6,864 17s 6d; James Young saloon, basic £4,970 (£4,895), total £7,041 19s 2d. Bentley—Hooper four-door saloon, basic £4,445 (£4,305), total £6,298 4s 2d; James Young four-door saloon, basic £4,595 (£4,435), total £6,510 14s 2d.

Commercial Motor Show

THE first of two special numbers of an associated journal, *Motor Transport*, is published today in the form of a buyers' guide to the Commercial Transport Exhibition which opens at Earls Court on September 24. This issue gives detailed specifications of all goods and passenger chassis on the British market, with particulars of trailer manufacturers and body builders. On September 24 the journal will take the form of a Show report, with a stand-by-stand survey of vehicles, body-

REPORT ON DAZZLE

NOT much optimism as regards a solution to the dazzle problem is stimulated by the latest publication of the Road Research Laboratory, Technical Paper No. 32 (*Vehicle Headlighting: Visibility and Glare*, H.M.S.O., 2s). It reviews work done on the prevention of dazzle and makes an obvious attempt to reduce its recommendations to as near simplicity as possible. But the effort, as can be judged from the quotations in the leading article on page 373, can hardly be judged successful, and it appears inevitable that conditions should continue to be much as they are at present.

If the aiming of lamps could be improved; if inefficient lamps could be eliminated; if a single design of lamp could be adopted for all vehicles; if, in other words, uniformity of design and maintenance could be achieved, there might, says the Road Research Laboratory, be a great improvement in night driving conditions. But even this, the Laboratory continues, would not give a range of vision great enough for safe driving at speeds which are now common. It finds that the modern double-dip lamp, in spite of complaints of its dazzling nature, has the best distribution of light from its beams, and ascribes much of the dazzle complained of to the fact that dazzled drivers have lights on their own vehicles that are far less efficient, thus intensifying the dazzle effect. Various minor recommendations are made, notably as regards beam misalignment on commercial vehicles between loaded and unloaded conditions, and the warning is uttered that, if improvement cannot be obtained by other means, the possibilities of polarized light will have to be considered.

A Department of Scientific and Industrial Research exhibit at the forthcoming car and commercial vehicle shows in London will demonstrate dazzle and its associated problems; the Road Research Laboratory is an offshoot of the D.S.I.R.

Much of the work described in the report has also been described in *The Autocar* from time to time.

NEWS and VIEWS . . . . . continued

work, accessories and equipment on display. Although not a special number, the issue of October 1 will also be considerably enlarged and will contain a final review of the Exhibition. Copies of each issue, price 4d each, can be obtained from all newsagents or direct from Dorset House, Stamford Street, London, S.E.1.

Two New Continentals

TWO new models are available on the Bentley Continental chassis, additional to the existing coachwork by H. J. Mulliner and Co., Ltd. They are a four-seater sports saloon and a convertible coupé—both models being lightweight styles by Park Ward and Co., Ltd. Automatic transmission is available for both.

Each new model costs £4,600 plus £1,917 15s 10d purchase tax, total £6,517 15s 10d. Optional automatic gear box is £70 plus £29 3s 4d purchase tax.

Porsche Prices

A.F.N., Ltd., of Isleworth, Middlesex, concessionaires for Porsche cars, announce that a number of the type 550 Spyder competition model, which is being put into limited production, have been reserved to their order. New retail prices of the Porsche models are: 1½-litre standard hard-top, basic £1,260, purchase tax £526 2s 6d, total £1,786 2s 6d; convertible standard and 1½-litre super hard top, basic £1,380, purchase tax £576 2s 6d, total £1,956 2s 6d; convertible super, basic £1,500, purchase tax £626 2s 6d, total £2,126 2s 6d.

Reflector Deadline

MOTORISTS are reminded that the new regulations which make two red reflectors a legal necessity come into force on October 1, 1954. Full details will be found in *The Autocar* of September 10; details are included about the twin rear lamp regulations also.

An unfortunate error crept into this article: it was stated that new vehicles must have rear lamps not less than 1ft 4in from the edges of the car, and existing vehicles not less than 2ft. This should read, of course, not *more* than 1ft 4in and not *more* than 2ft.

W. V. H. Gibson

ONE of the builders of the A.A. has died in the person of W. V. H. Gibson, for many years the secretary of the Association. He was 70 and had recently retired from office. His whole life, with the exception of the Great War years, was spent with the motoring organizations, for he joined the Motor Union when 21 and saw the amalgamation with the A.A. which followed after a few years. After the Great War he was the A.A.'s Parliamentary secretary and in 1937 became assistant secretary and eventually secretary. While occupying that post he held many other appointments on motoring bodies and was a member of the Worshipful Company of Coachmakers and Coach Harness Makers.

To the ordinary A.A. member, that enormous body may sometimes have seemed to be impersonal and even bureaucratic, but to those who knew Fanum House, London, and W. V. H. Gibson, in particular, the idea was absurd. His jovial approachability set the standard for the A.A. in general, and it is one which is likely to persist under his successor.

RECORDING BRAKE PERFORMANCE

THERE are various instruments for measuring brake performance, such as, for example, the Tapley meter which is used in *The Autocar* Road Tests. The simple meter consisting of a steel ball which rolls up a ramp when the brakes are applied is also well known. Neither of these, however, produces a permanent record. Then there are much more complicated and costly instruments, known as recording decelerometers, in which a pen moving over a chart produces a record of the deceleration ensuing when the brakes are applied, the chart being itself moved through the instrument by a clock mechanism.

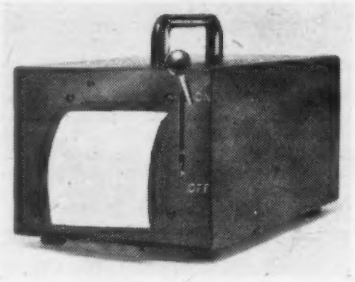
An ingenious adaptation of the steel ball and ramp has been designed by Girling, Ltd., who naturally have a special interest in brake testing. This instrument produces a permanent record by a very simple method. A ¼in steel ball rolls up a curved ramp and, in doing so, it touches in turn a number of electrical contacts, each of which is connected to a condenser charged through a suitable resistance from two small 90-volt dry batteries.

As the ball touches each contact a circuit is completed and the condenser discharges through a similar number of wires which rest on a sensitized paper roll, burning a small but clear dot on the paper. Thus a permanent record is made of that particular brake application. A lever on the front of the instrument moves the paper forward ready for the next test, exposes the result of the test just made, and switches the instrument off.

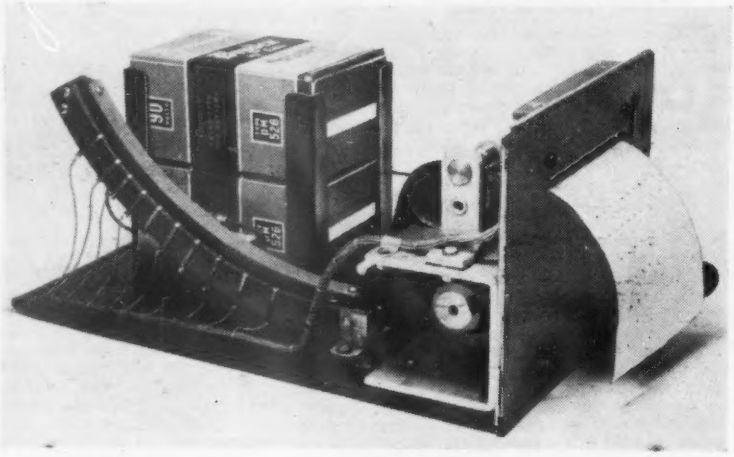
The instrument is placed on the floor of the vehicle under test with its front panel facing to the rear. The lever on the front of the panel is then raised to the "on" position and, when the brakes are applied, the record is made on the chart. Brake tests are normally made at a speed of 30 m.p.h. on a level road, but the instrument has also been found to operate satisfactorily at speeds up to 50 m.p.h.

The contact points on the curved ramp and the wire contacts on the sensitized paper are positioned to represent braking efficiencies of 20, 30 and so on, up to 100 per cent. The roll of sensitized paper contained in the instrument is sufficient for approximately 15,000 brake tests, and the life of the batteries is really their "shelf" life, as the current taken from them is very small. Removal of a securing screw in the bottom of the case enables the instrument to be slid forward out of the case for removal of the paper roll or batteries.

Girling, Ltd., are to manufacture this recording decelerometer, which will be inexpensive, as it is expected that there should be a large demand for it by their distributors and agents, especially in view of the campaign for road safety.



Above: Exterior of the decelero-meter. Below: Interior showing track and contacts.



Guide to Aviation

FLIGHT HANDBOOK in its newly revised fifth edition, is now on sale, price 15s, plus 8d postage from Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1. It is designed to meet the needs of aviation enthusiasts who require basic information on the subject of aircraft, engines and the theory of flight. For those professionally engaged in aviation in any of its many branches the book provides a useful permanent work of reference.

Road Widening

MOTORISTS are warned by the Royal Automobile Club that single-line traffic is in operation for about a mile between Chawton and Faringdon, Hampshire, on the Riseley Common-Gosport road, A32. The road is being widened, and it is expected that the work will be completed by the end of September.

Last word for the ladies!

More often than not it's the woman's word that buys the Wyvern and the Velox. Feminine shopping sense detects a good bargain. Feminine taste appreciates the sleek sophisticated lines and delightful colours. These are cars you are proud to be seen in.

* * *

And how simple to handle. New type steering makes these spacious machines almost as easy to park as baby cars. Hydraulic brakes give smooth stopping power at a touch. Remarkable top gear performance cuts down gear changing. The large boot provides an extraordinary amount of room for luggage. Driving seats adjust easily to comfortable driving positions. To women drivers, no less than to men, Vauxhalls offer the greatest appeal on the roads today.

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Vauxhall and Bedford owners—if you are summer holidaying on the Continent this year, see your nearest authorised dealer for details of the currency saving touring scheme.

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Maximum speed of 80 m.p.h. Spacious 5/6 seater. Length 14 ft. 4 ins., turning circle 38 ft. £535 plus £224.0.10 P.T.

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1st	FRAZER-NASH	—	*R. E. Odlum, C. Vard*
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2nd	D. B. PANHARD	—	*G. Allegre, A. Barbey*
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2nd	JAGUAR	—	*P. M. Whitehead, Ken Wharton*

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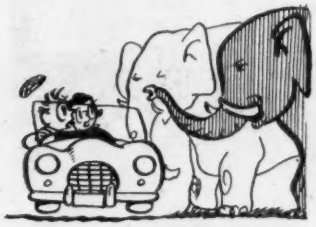
BY THE SCRIBE
Drawings by Barry Appleby



Larger.

Strange Sights

ONE sees unusual sights on the road. Some years ago when I was driving through the New Forest a weasel shot out of the grass verge and across the road in front of me. It was followed by three or four small ones, maintaining "line astern" in a way that would have done credit to the Royal Navy, and I was sorry to see on glancing back that one of the youngsters had fallen a victim to the wheels of my car. I was reminded of this happening a few days ago when driving along a Gloucestershire lane. A brace of partridges walked across the road in front of me, but far enough ahead for me to stop the car before running into the line of seven or eight tiny chicks which followed them. When they had safely scuttled into the grass on the other side of the road I was just about to move on when another mite, lagging behind but not a bit perturbed, emerged from the grass and followed the rest of the family.

Considerably larger was the pair of elephants one used occasionally to see browsing on the roadside near Stratford-on-Avon; they were circus animals boarded out at a neighbouring farm and taken for a constitutional on fine mornings. But I think the strangest sight of all was what I saw at Valloire, at the foot of the Galibier, a few weeks ago. It was in the early evening and, in pouring rain, a camel came plodding down from the pass, looking as disconsolate and bad-tempered as only a camel can. Had I not just passed a travelling circus I might have wondered if it had some connection with Hannibal.

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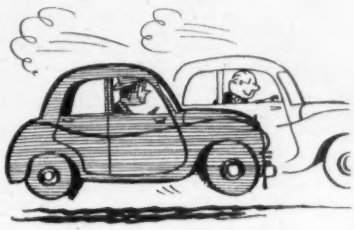
Small, But Good

ONE is sorry to see the gradual disappearance of the small-engined car of real quality. It seems to be a fact that the folk who can afford quality demand engine size as well, which may, or may not, be a megalomaniac reflection on their characters; I am not saying. What I would like to see is a really beautifully built car with an engine around 1.5 litres; the sort of car which gives you a spiritual lift as soon as you settle into its pigskin, and that inspires you to make the rounds of the woodwork with a silk duster every Saturday morning. Naturally, you cannot expect that sort of car to accelerate from 0 to 60 m.p.h. in 18 sec, or whatever figure fast cars accelerate from 0 to 60 m.p.h. in. But surely I am not alone in caring little what the stop-watch says provided that my car will transport me with the greatest ease and sense of well-being at a continuous cruising speed of about a mile in a minute?

One has to go to two litres before such an ideal car is found in the catalogues, and then one encounters the Bristol. That fulfils my specification to the letter as far as appointments and performance are concerned, but it has those two litres of engine, and far too many people, it seems to me, want a bigger engine than that in the Bristol. Your Scribe, ever the argumentative type, would, on the contrary, like to see an even smaller Bristol, but still built to Bristol standards.

✦ ✦ ✦



Interesting.

One for the Road

IT is satisfying to find that one's car still has the *cachet* value that leads other owners of the same make to come up and comment at service stations. I pulled up behind such an owner at about six o'clock not long ago and waited while he filled up and stowed away a spare can; John Arlott was giving the brief details of equally brief play on a rain-soaked cricket pitch.

"Nice cars," remarked the man ahead as he waited for change.

"Indeed, yes," I said, for I had already done a hundred miles of a long run south and was, as ever, impressed by the outstanding safety of the model.

I came across him later, stopped by the roadside, and gave him a couple of pips as I passed. In a mile or two he was behind me, and for many, many miles after that we tore up and down over the moors with the odd hundred yards separating us. This was exceedingly interesting because his was a newer version of the make than mine and had a lower top gear, while we were equally loaded, one up and luggage. Furthermore, my tyres are oversize. I was driving as fast as I like to push my own car and I imagine he was doing the same; the result was copybook stuff, for I drew ahead of him on the level, he caught me up with a fair amount of ease on the long up-gradients, and we both descended hills at about the same speed. There was nothing in it on corners whatsoever.

"A silversmith, he is," the pump proprietor had said. He was also quite obviously a keen motorist. At last, in a North Staffordshire city, he turned right while I went straight on, and with a single pip on the horn passed out of my life. A good companion for the road.

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Live or Dead?

TOWNS traversed at night are always interesting. Why is it, I wonder, that some give a strong impression of being alive, while others have that deserted air which suggests that the plague (The Scribe?) is abroad? No logical explanation occurs to me. You may go through two towns only a few miles away from each other. The first is a desert of street lamps, darkened windows and the prowling cat; the next is gay with young people, alive with lit shop windows and bustling with local traffic. Sometimes the proximity of cinema closing time gives the clue; sometimes the local fish shop betrays its aromatic presence, accounting for the crowd. But often there is no such obvious reason, so that, presumably, the folks at A-town are a more congenial lot than those of B-town.

Prowling.

✦ ✦ ✦

Up to You

THERE is a nice touch of humour about the rear window notice which I read the other day, as well as a neat reprimand for those who prefer to tell other traffic what to do, however politely:

RUNNING IN—PLEASE YOURSELF.

The big scramble: Rolt (Jaguar, No. 5) passes Ascari, who has just pulled away from the first place in the line. Swaters' Jaguar nearly touches the bank to try to get ahead of Abecassis' H.W.M.-Jaguar. Fangio (No. 2) has just got away but Manzon's Lancia (No. 4) is still trying to start.

T.T. GOES TO

FIRST FIVE CARS ALL OF DIFFERENT MAKES ; PANHARD AND

LAST Saturday's Tourist Trophy race, run on the 7.4-mile Dundrod circuit, near Belfast, was certainly one of the best ever held. It was truly international, having works-entered Ferraris, Lancias and Maseratis as well as Jaguars and Aston Martins. The T.T. itself was run on handicap and resulted in an easy win for the D.B.-Panhard of Paul Armagnac and Gerard Loreau, after R. Bonnet, in a similar car, had crashed towards the end of the race. Hawthorn, who drove his Ferrari magnificently, was second, a Maserati third, Lancia fourth and Jaguar fifth—five different makes in the first five!

There was also an award for the out-and-out fastest car, as this is the basis of the sports car world championship for which the T.T. is the British event to count. This went to Hawthorn's Ferrari, which held off the challenge of Ascari's and Fangio's Lancias until both of the pursuing cars went out of action. Thus Ferrari have such a lead that they are now established as the champion *marque* again this year.

To Frazer-Nash fell the honour of winning the trophy for series-production sports cars; and Triumph TR2s walked away with first and second team prizes after an outstanding display of reliability. For once the weather was kind, and the Ulster A.C. was rewarded for its painstaking preparations and organization by what was probably the best attendance yet at Dundrod.

IT is doubtful whether any T.T. race has had such a fine entry as the 1954 event. A glance down the list is enough for the names of virtually all the best and best known drivers to be spotted. On the Thursday morning before the race the drivers included Fangio, Ascari, Gonzalez, Moss, Hawthorn, Villoresi, Taruffi, Trintignant, Parnell, Salvadori, and so on. Irish drivers were represented by Desmond Titterington, Joe Flynn, R. J. Adams and others. Briefly, then, the Continent, England and Ireland were represented in force.

Just as the drivers were of mixed nationality, so it was with the cars. Apart from Mercedes, it was difficult to spot the absence of any big name in racing. From England there were Jaguar, Aston Martin, H.W.M., Kieft, Frazer-Nash, Cooper-Bristol, Connaught, Triumph, Lotus and Cooper-M.G. From Italy there were Ferrari, Lancia, Maserati (all works entries) and Osca; from France the Gordinis, D.B.-Panhards, a D.B.-Renault, a Panhard and a D.B.

Somehow, when there is such a formidable entry on paper, strange tricks of fortune seem to play their part in reducing the field to more average stature. But all the cars appeared, and all the drivers were there; all that was desirable was an absence of the typical Dundrod weather. But on Thursday morning there was a squall that quickly drenched everyone in the open in Belfast and in the surrounding country-

The winning D.B.-Panhard in action. After Bonnet's similar car crashed, Armagnac and Loreau had the race in their pockets.

side, which included Dundrod. In the afternoon the weather cleared a little and the first practice got under way on wet roads, but without actual rain.

It was not long before Gonzalez was out. Although his driving has shown more skill and less effervescence recently, the undoubtedly tricky Dundrod circuit caught him out at Tournagrough. His Ferrari hit the bank twice, throwing him out on to the road. Fortunately he escaped serious injury, partly because no one was behind him at the time—but his shoulder was too badly wrenched for him to take part in the race itself.

Then even Fangio made a similar error, but, although his Lancia hit the bank, neither he nor the car was damaged seriously. However, his gyrations damaged the Frazer-Nash of Odlum, which thereafter vibrated its way through practice and the race itself. On the wet road the practice period was full of incident.

Paul Armagnac (right) and Gerard Loreau, garlanded with the victors' laurels, stand to attention as the French national anthem is played after the race.

FRANCE

FERRARI WIN PRINCIPAL AWARDS

H. L. Brooke (Triumph TR2) and Merkel's Porsche collided—while facing in opposite directions—and McAlpine's Connaught was in flames for a short time. The Gordini of Cahill and Beauman had trouble, and the Osca of Burgess and Morewood had to take to an escape road.

Times became faster and faster, however. The T.T. itself was run on handicap, the formula being based on engine size, not taking into account the capabilities of the various drivers. But for the world's sports car championship, all that mattered was covering the greatest distance possible, so practice times were studied with two factors in mind. On out-and-out performance Ascari and Hawthorn managed laps in 5 min 17 sec (84.22 m.p.h.), which was soon equalled by the Aston Martin of Peter Collins—one of two modified models with improved porting, differently located sparking plugs and a more streamlined body. A few minutes later Collins reduced the time to 5 min 11 sec—and then came the news that Hawthorn had accompanied Gonzalez to hospital, so it was known that there would be no further threat from the English Ferrari driver that day. But the lap time was still being clipped — Taruffi (Lancia) knocked the time down to 5 min 3 sec, which was only 2 sec outside the sports car record held by the Jaguar of Peter Walker.

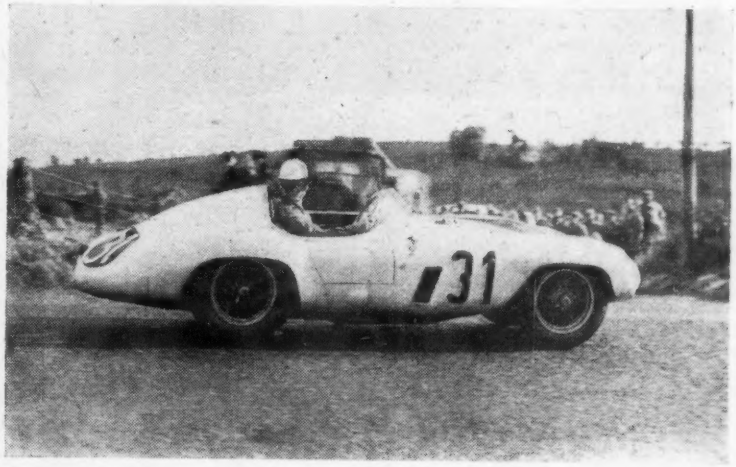
Speeds in practice do not count for record purposes, but Walker's record "fell" when Ascari broke 5 min, with a time of 4 min 58 sec (89.59 m.p.h.), and then went on to cut the lap time still more, ending as the fastest man of the day with 4 min 54 sec. A surprise was the second fastest — this was the Belfast driver Desmond Titterington, at the wheel of Joe Kelly's 3-litre Ferrari, who brought his time down to 4 min 55 sec, a speed of 90.5 m.p.h. Third was Taruffi (Lancia) with 88.11 m.p.h., and fourth Graham Whitehead with 86.4 m.p.h. in an Aston.

By Thursday evening it was abundantly clear that, despite the enforced withdrawal of Gonzalez and the disappearance of Maglioli—Hawthorn's partner—because of the death of his mother, the race was likely to be a memorable struggle of the giants. Although Maserati originally had been listed as reserves, the works team found itself in the race. And on Friday the practice battle began again, this time with torrential Dundrod rain to contend with. Again there were incidents. Two Aston Martins took to the same escape road, and the Lotus of Colin Chapman spun round in a most spirited way, damaging the car externally, but not putting it out of the race. The fastest times remained unchanged because of the bad conditions, but some drivers improved on their Thursday showings.

With the absence of Gonzalez and Maglioli the Ferrari *équipe* were in difficulties, but on Friday evening it was announced that they would run one car, to be driven by Hawthorn and Trintignant. Although reduced to a single works car, Ferrari were confident, knowing how well Hawthorn knew the very tricky circuit.

Saturday dawned bright, with a clear sky and unrestricted sunshine—and Ulster made its way to the circuit in force. The race was to start at 10.35 a.m., the cars then having to cover 94 laps of the 7.4-mile circuit, less handicap laps credited as "covered" before the start. Before the Prime Minister arrived to meet the drivers and watch the race, the cars were lined up Le Mans fashion in front of the pits.

At the beginning of the line was Ascari's



Masten Gregory looks back as he slows for the Hairpin in the 2-litre Ferrari. He raced it with Bob Said under the American colours.

As last year, Moss, who had been doing very well in the new 2½-litre Jaguar, sits in his broken-down car waiting to cross the line as a finisher after the winner receives the chequered flag. On the left is his co-driver, Peter Walker.

Lancia and the similar 3.8-litre car of Fangio. Taruffi and Manzon had 3.3-litre Lancias. One of these was inadvertently placed in front of the 3½-litre Jaguar of Rolt and Hamilton, and farther down the line were the two new 2½-litre Jaguars of Moss and Walker, and Wharton and Peter Whitehead. These Jaguars were, in effect, the Le Mans cars fitted with the new, smaller engines. Even the engines looked like those used at Le Mans, but they have a shorter stroke. This, according to Moss, made them interesting to drive, as the maximum r.p.m. was above that of their 3,442 c.c. big brothers, although, of course, the engines were too small to compete directly with the Ferrari and big Lancias.

So, lined up in front of the pits was indeed a very fine entry. There were two Jaguar-engined H.W.M.s (Gaze and Pritchard, and Abecassis and Mayers), two private Jaguars (Flynn and Large, and the Belgian Swaters and Laurent), a 3-litre Ferrari (Kelly and D. Titterington), six Triumphs, three Frazer-Nashes, three Kiefts, three Lotuses, two Porsches, two Oscas, and so on down the line to the little D.B.-Panhards. As the Prime Minister talked to the drivers a jet plane made a couple of fast runs low over the course, then soared up to execute a graceful victory roll before disappearing into a patch of cloud, and a few minutes later the flag dropped, the drivers raced across the road to their cars, and the race was on.

For once Moss was not first to get his car under way—Rolt, in the big Jaguar, shot off into the lead, with Ascari on his heels, then Swaters' Jaguar, Abecassis' H.W.M. and Collins' Aston Martin. Wharton made a bad start with his 2½-litre Jaguar, as did Gallagher in a Gordini, and Berinstain took about a minute to get his D.B. started. The cars could be heard accelerating down the rather narrow road to Leathemstown corner, and a little later Ascari had taken the lead.

At Cochranstown it was Ascari (Lancia), Rolt (Jaguar), and Hawthorn, already in third place in the Ferrari. At Tornagrough, where Gonzalez had crashed in practice, Hawthorn moved up into second place, and that order held to the end of the first lap. Fangio was well up in fourth place (on actual distance covered) and Collins was going very fast in fifth place.

After the leaders came a string of cars of all shapes and sizes, sometimes bunched as drivers tried to execute "triple overtaking" on the short straight past the pits. All the cars—more than 50 of them!—streamed past sounding healthy, but Wharton, owing to his bad start, was 'way back, struggling past car after car. After three laps Taruffi (Lancia) slipped past Collins, but up in front Hawthorn had passed the redoubtable Ascari, to the vast

T. T. GOES TO

pleasure of the crowds. As far as the world championship aspect was concerned, the odds were heavily on the Italian cars, but if an Italian car had to be fastest, then the crowds were all in favour of Hawthorn, naturally enough.

Fangio was timed at 140 m.p.h. over the flying kilometre, which was faster than Hawthorn, yet as the race settled down there was no doubt that Hawthorn was steadily leaving Fangio farther and farther behind, and even Ascari was losing ground to Hawthorn at the rate of about 1.5 seconds a lap. McAlpine's 1½-litre Connaught was in trouble early, for it hit the bank at Tornagrough while

Moss has caught Poore (Aston Martin) at Leathemstown, but both cars keep well in, to let Taruffi pass in his 3.3-litre Lancia.

Moss and Hawthorn are in close company coming out of Quarry corner. Hawthorn won the cup for the greatest distance covered.

FRANCE . . continued

avoiding a car broadside across the road. He called at the pits to change a wheel, but the carburation was upset (there was no fuel injection on this car) and time was lost with more pit stops to make adjustments. O'Hara Moore's Frazer-Nash also started its long story of trouble early on.

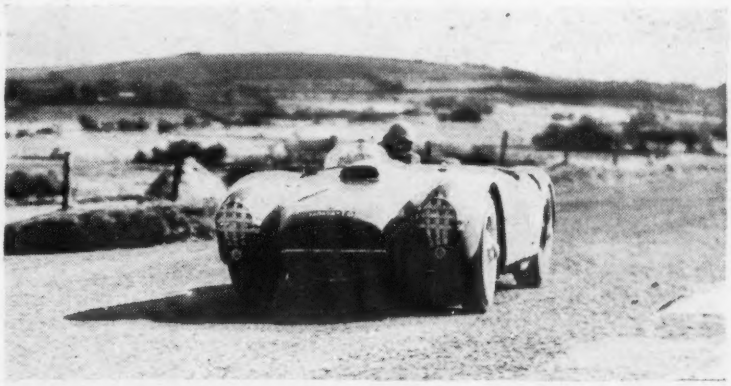
Hawthorn set up a new lap record for sports cars on his fourth lap at 91.12 m.p.h., which was equalled by Ascari, who soon broke the record again with 91.43. Fangio hit the bank at Wheelers corner in his efforts to catch up, but did no damage and continued. But, alas, after fifteen laps he crept into the pit and retired with what was officially described as a split tank, but the clouds of smoke from the exhaust pipe suggested that the fault may well have been more serious.

This made the order Hawthorn, Ascari, Taruffi and Collins, who must have been pleased to see his pit signal "Fang Out" after Fangio's retirement. Collins' driving was outstanding. On every corner he was using every inch of the road, and his fourth place, in front of Rolt's Jaguar, was well merited. But he had not been more than a lap in that position when a universal joint broke and Collins had to retire before co-driver Griffith had even had a spell at the wheel. Jackson's Cooper-M.G. went out with a piston fault and Gaze's H.W.M. had to give up with smoke pouring from the car.

Moss and Parnell (Aston Martin) had a fine duel, with Moss finally getting by in the smaller-engined car, but both were destined not to cross the line under power. Ascari and Hawthorn then raised the record to 91.74 m.p.h., and soon afterwards Hawthorn put it up again, this time to 92.38. Fangio could be seen at the pits waiting to take the place of Piodi, and share the driving with Taruffi.

Wharton had a puncture and lost time crawling round to the pit, but the wheel was quickly changed, fuel put in, and the car was away again with Whitehead at the wheel. Despite the great speeds being set up by the fastest cars, the race was steadily led by the D.B.-Panhards of Bonnet and Armagnac. The little blue

Taruffi was always easily identified in his Lancia by the rag he holds in his mouth when driving. Conversely, a ragless driver in the same car could be identified as Fangio, who teamed up with Taruffi after his own car broke down.



The master mastered: Ascari, seen here, did everything he could to beat the Ferrari of Hawthorn, but despite having an engine nearly a litre bigger, he was left behind.

Luigi Musso drove a very good race to win the 2-litre class in this works Maserati. His co-driver was Mantovani.

T.T. GOES TO FRANCE . . continued

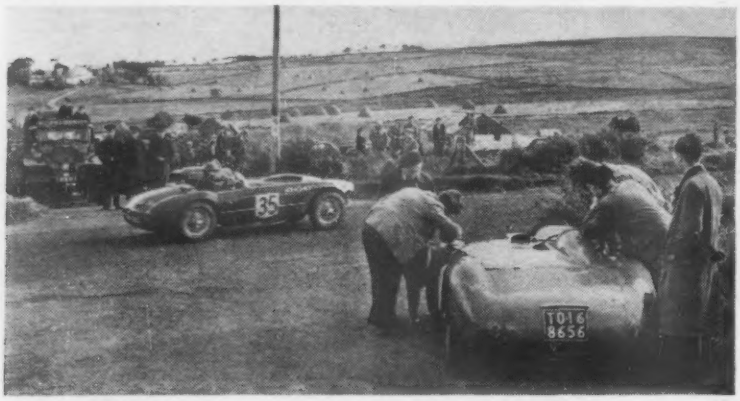
machines were running perfectly, and it did not seem that Hawthorn, or any other class leaders, could so gain on their handicap as to catch the Frenchmen. At 12.15 p.m. Armagnac led, having covered 43 laps including his credit laps. Chapman (Lotus) was second, a lap behind, Allegre (Panhard) third, Steed (Lotus) fourth, and Ferguson (Kieft) fifth. Chapman, unfortunately, hit a ditch while doing so well, and was out of the race, and a number of cars appeared with dents.

At the pits the great excitement occurred when Hawthorn stopped for fuel, new rear wheels and to hand over to Trintignant, and Ascari pulled in behind him for four wheels and to hand over to Villoresi. This was critical, for the 32 sec lead of Hawthorn could easily be lost, and there was so little between the speed of the cars. However, Trintignant was away in 45 sec, which was fast work indeed, while Villoresi was much longer. When they completed their next lap Trintignant was 2 min 25 sec in front and, barring accidents or mechanical trouble, it seemed that the lone works Ferrari would be able to hold off the four-car Lancia challenge easily.

During the afternoon the weather changed—although it was sunny at the pits there was rain on the highest part of the course, and one became used to seeing the Porsche saloon of Flower passing with its wipers going strong. At one stage there was a tremendous downpour, but it eased off before the finish. Moss was driving a very fine race. He moved up through the field steadily until he was lying fifth, with Hawthorn, Ascari, Taruffi and Rolt in front of him in that order. But Moss was again doomed to break down, and half an hour before the end of the race he was seen, as last year, waiting beside the finishing line to push his car across after the winner had passed to qualify as a finisher. Another blow to Jaguar, and to British hopes, was the retirement of Rolt's Jaguar with scavenge pump trouble.

But the most bitter blow suffered by any individual fell on Bonnet, whose D.B.-Panhard was all set to win. It had a useful lead over the Armagnac and Loreau car, and Hawthorn could not possibly catch it up on handicap—and then Bonnet went through a hedge and wrecked the car, fortunately escaping personal injury. This put Armagnac in the lead where he was quite unassailable. Cheered by his pit each lap, he drove round quietly until the 94 laps were completed, to win the 1954 Ulster T.T. for France. The tremendous pace set by Hawthorn gave him second place in the T.T. and the cup for the greatest distance covered. He also assured the world sports car championship for Ferrari. In trying to catch him Ascari lost his propeller-shaft before the end. Musso and Mantovani had had a faultless run in their 2-litre works Maserati and deserved their third place. Taruffi took fourth place for Lancia, and England had to be content with the fifth place of a 2½-litre Jaguar.

Although far behind Musso and Mantovani in the 2-litre class, the Triumph TR2s put up an outstanding show of reliability. All six cars finished, and between them they collected both team prizes, the first team winning the S.M.M.T. Trophy. For once the weather had been reasonably kind, and it was good to see the crowds out again in force for the "international Ulster." The organization was excellent.



Alan Brown speeds past the derelict Lancia of Ascari in his Cooper-Bristol. Ascari's propeller-shaft had come up through the floor!

PROVISIONAL RESULTS
94 laps of 7.4-mile circuit
Tourist Trophy

1. D.B.-Panhard 745 (G. Loreau and P. Armagnac), 27 credit laps, 7h 13m 38s, 68.75 m.p.h.
2. Ferrari 3,000 (M. Hawthorn and M. Trintignant), 6, 7h 14m 13s, 86.08.
3. Maserati 2,000 (L. Musso and S. Mantovani), 10, 7h 14m 36s, 80.88.
4. Lancia 3,300 (P. Taruffi and G. Piodi), 4, 7h 16m 26s, 85.64.
5. Jaguar 2,482 (P. N. Whitehead and K. Wharton), 8, 7h 14m 45s, 80.85.
6. Lancia 3,300 (R. Manzon and G. Valenzano), 4, 7h 16m 27s, 83.60.
7. Gordini 1,490 (R. Gallagher and P. Cahill), 14, 7h 18m 4s, 74.15.
8. Osca 1,342 (T. Burgess and A. P. Morewood), 16, 7h 14m 46s, 71.64.
9. Ferrari 1,985 (R. Said and M. Gregory), 10, 7h 15m 15s, 76.67.
10. Connaught 1,484 (R. McAlpine and J. E. G. Fairman), 14, 7h 16m 47s, 72.33.
11. Panhard 745 (A. Barbey and P. Berinstain), 27, 7h 19m 53s, 58.67; 12. Cooper-Bristol 1,971 (A. Brown and M. Keen), 10, 7h 13m 59s, 75.80; 13. Aston Martin 2,922 (A. G. Whitehead and R. D. Poore), 6, 7h 19m 19s, 79.0; 14, H.W.M.-Jaguar 3,442 (G. Abecassis and J. C. C. Mayers), 4, 7h 14m 27s, 80.91; 15, Frazer-Nash 1,971 (R. Odlum and C. Vard), 10, 7h 13m 47s, 73.85; 16, Jaguar 3,442 (J. Swaters and R. Laurent), 4, 7h 14m 15s, 79.92; 17, Porsche 1,488 (R. Flower and E. T. McMillen), 14, 7h 19m 54s, 66.76; 18, Jaguar 2,482 (S. Moss and P. D. C. Walker), 8, 7h 13m 47s, 72.85; 19, Triumph 1,991 (B. McCaldin and C. W. E. Maunsell), 10, 7h 15m 21s, 70.51; 20, Kieft 1,098 (V. Ferguson and A. C. Rippon), 19, 7h 16m 43s, 61.14; 21, Triumph 1,991 (J. B. Johnstone and I. Titterington), 10, 7h 19m 45s, 69.82; 22, Triumph 1,991 (E. Lund and T. Blackburn), 10, 7h 14m 25s, 69.65; 23, Triumph 1,991 (R. Dickson and K. Richardson), 10, 7h 14m 32s, 69.65; 24, Triumph 1,991 (H. L. Brooke and Sir J. Scott-Douglas), 10, 7h 18m 44s, 67.95; 25, Jaguar 3,442 (J. J. Flynn and T. N. Large), 4, 7h 18m 59s, 72.97; 26, Triumph 1,991 (R. Merrick and M. Tew), 10, 7h 16m 1s, 66.33.

S.M.M.T. Team Award: 1, Triumphs; B. McCaldin and C. W. E. Maunsell, E. Lund and T. Blackburn, R. Dickson and K. Richardson; 2, Triumphs; J. B. Johnstone and I. Titterington, H. L. Brooke and Sir J. Scott-Douglas, R. Merrick and M. Tew.

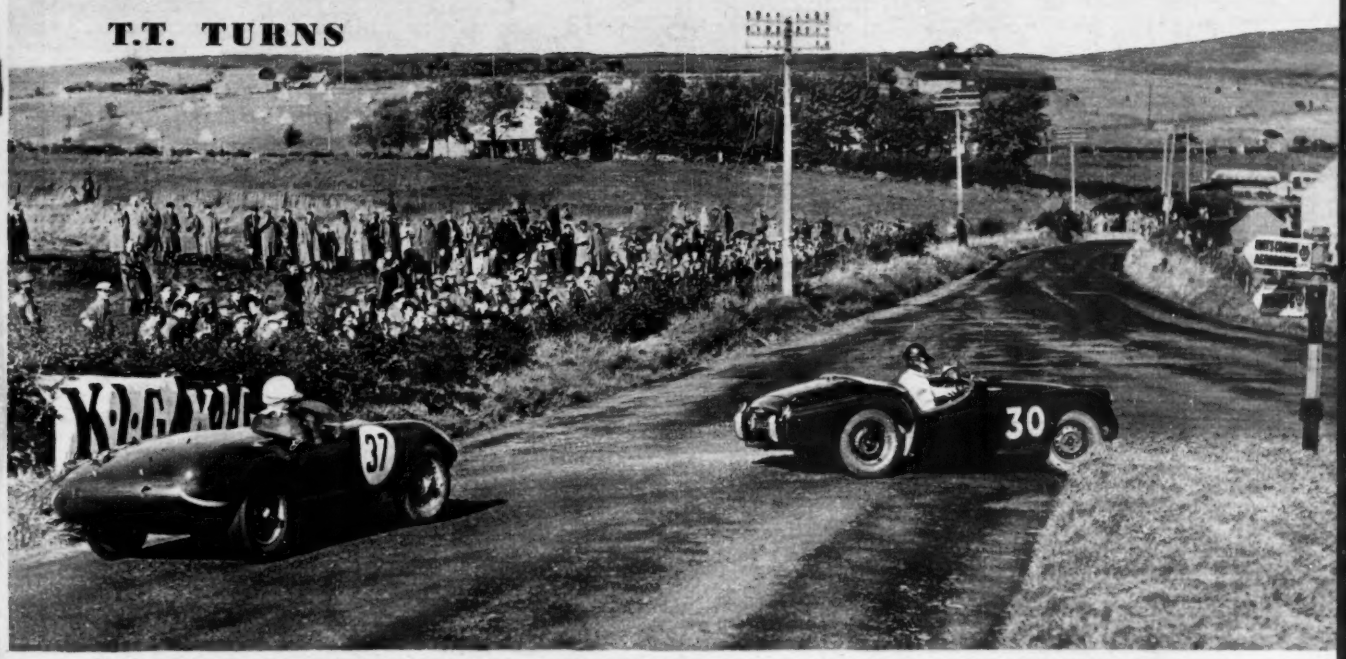
World Championship Classification: 1, Ferrari 3,000 (M. Hawthorn and M. Trintignant); 2, Lancia 3,300 (P. Taruffi and G. Piodi); 3, Lancia 3,300 (R. Manzon and G. Valenzano); 4, H.W.M. 3,442 (G. Abecassis and J. C. C. Mayers); 5, Maserati 2,000 (L. Musso and S. Mantovani); 6, Jaguar 2,482 (P. N. Whitehead and K. Wharton).

Series Production Sports Car Competition: 1, Frazer-Nash 1,971 (R. Odlum and C. Vard); 2, Porsche 1,488 (R. Flower and E. T. McMillen); 3, Triumph 1,911 (B. McCaldin and C. W. E. Maunsell); 4, Triumph 1,911 (J. B. Johnstone and I. Titterington); 5, Triumph 1,911 (E. Lund and T. Blackburn); 6, Triumph 1,911 (H. L. Brooke and Sir J. Scott-Douglas); 7, Triumph 1,911 (R. Merrick and M. Tew).

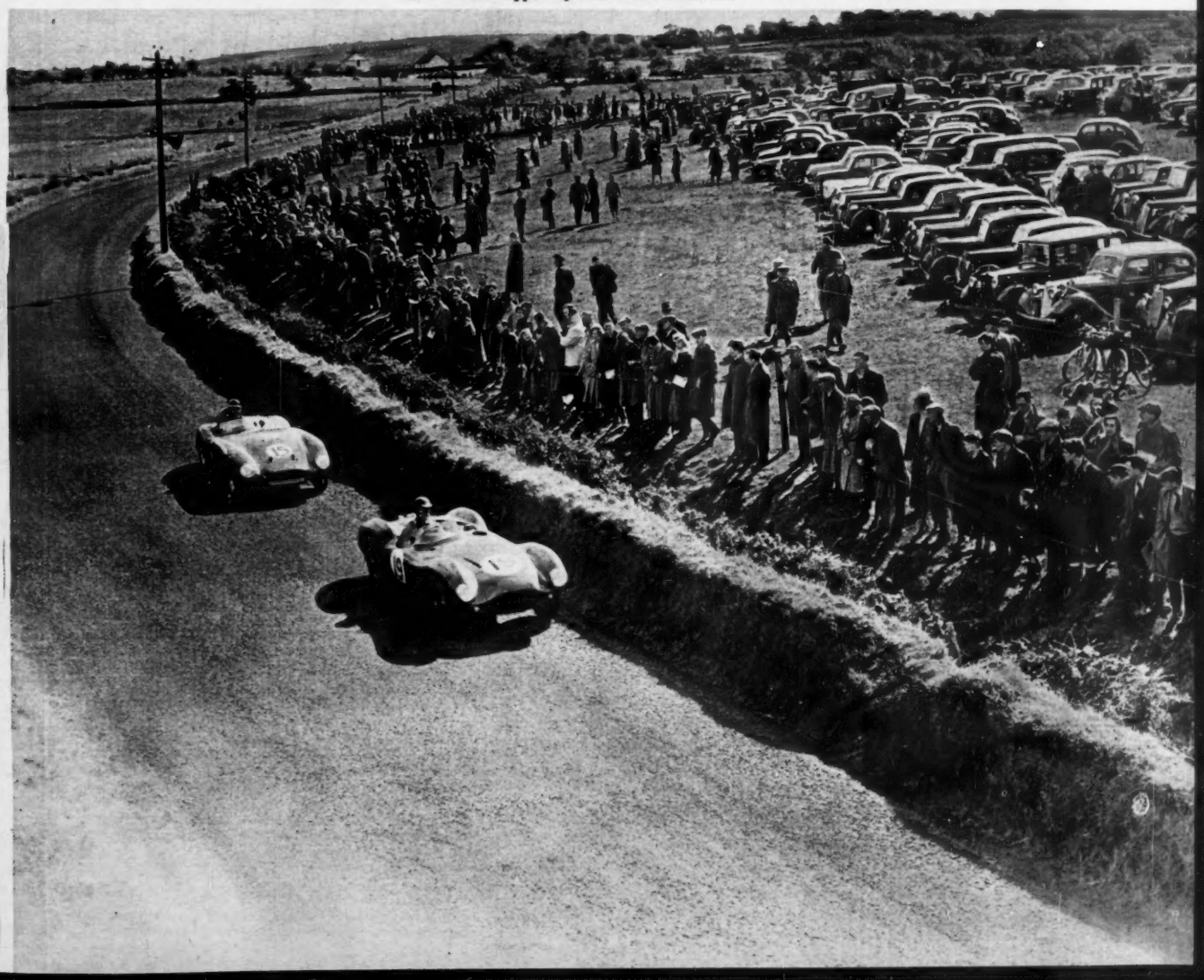
Fastest Lap: Sports Car Record: Ferrari 3,000 (M. Hawthorn), 4m 49s, 92.38 m.p.h.

Class Awards: Up to 750 c.c.: 1, D.B.-Panhard (G. Loreau and P. Armagnac), 68.75 m.p.h.; 2, Panhard (G. Allegre and A. Barbey), 58.67 m.p.h. **Up to 1,100 c.c.:** 1, Kieft (V. Ferguson and A. C. Rippon), 61.11 m.p.h. **Up to 1,500 c.c.:** 1, Gordini (R. Gallagher and P. Cahill), 74.15 m.p.h.; 2, Connaught (K. McAlpine and J. E. G. Fairman), 72.33 m.p.h.; 3, Osca (T. Burgess and A. P. Morewood), 71.64 m.p.h.; 4, Porsche (R. Flower and E. T. McMillen), 66.76 m.p.h. **Up to 2,000 c.c.:** 1, Maserati (L. Musso and S. Mantovani), 80.88 m.p.h.; 2, Ferrari (R. Said and M. Gregory), 76.67 m.p.h.; 3, Cooper-Bristol (A. Brown and M. Keen), 75.87 m.p.h.; 4, Frazer-Nash (R. Odlum and C. Vard), 73.85 m.p.h.; 5, Triumph (B. McCaldin and C. W. E. Maunsell), 70.51 m.p.h.; 6, Triumph (J. B. Johnstone and I. Titterington), 69.82 m.p.h.; 7, Triumph (E. Lund and T. Blackburn), 69.65 m.p.h. **Up to 3,000 c.c.:** 1, Ferrari (M. Hawthorn and M. Trintignant), 86.08 m.p.h.; 2, Jaguar (P. N. Whitehead and K. Wharton), 80.85 m.p.h.; 3, Aston Martin (A. G. Whitehead and R. D. Poore), 79.00 m.p.h.; 4, Jaguar (S. Moss and P. D. C. Walker), 72.85 m.p.h. **Over 3,000 c.c.:** 1, Lancia (P. Taruffi and G. Piodi), 83.60 m.p.h.; 2, H.W.M. (G. Abecassis and J. C. C Mayers), 80.91 m.p.h.; 3, Jaguar (J. Swaters and R. Laurent), 79.92 m.p.h.; 4, Jaguar (J. J. Flynn and T. N. Large), 72.97 m.p.h.

T.T. TURNS



Six Triumphs started in the T.T. and all finished, winning first and second team prizes. Above : B. McCaldin's TR2 is chased into the hairpin by Gallagher's Gordini. Below : Denis Poore streaks towards Leathemstown in his Aston Martin, but he is about to be lapped by Hawthorn's Ferrari.



The Jaguar Mark VII has smooth contours and curvaceous lines, and the inclusion of a sunshine roof does not break the continuity of the roof line. One of the rear jacking brackets can be seen below the rear door. All the windows have bright frames and, besides the normal drop windows, hinged quarter lights are provided in both front and rear side windows.

The panels that partially enclose the rear wheels are held in place by fasteners fitted to an extension on the front of the plate so that they are covered by the rear doors. Both fuel tanks have hinged caps fitted with locks. Twin handles, also with locks, are provided for opening and closing the luggage locker, and the deep rear bumper is fitted with sturdy over-riders.

The Autocar ROAD TESTS

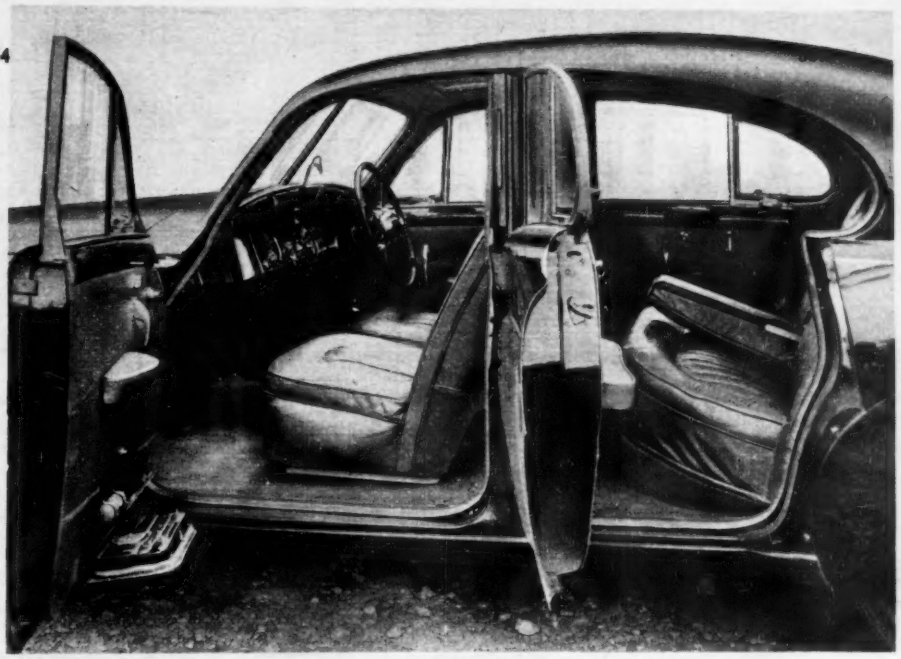
No. 1545:
JAGUAR MARK VII SALOON (with Overdrive)

SINCE the Mark VII Jaguar was first introduced at the London Show of 1950 very few modifications have been made, but since the car was last tested by *The Autocar* in April, 1952, two additional forms of transmission have been offered, the Borg Warner automatic transmission and the Laycock-de Normanville overdrive. These units, in their application to the Jaguar, were described in the issues of February 27, 1953, and January 15, 1954. The car that forms the subject of this test had the Laycock-de Normanville overdrive, which is arranged so that it can be operated automatically or controlled by the driver by means of a facia-mounted switch. In conjunction with the overdrive, the rear axle gearing has been lowered from 4.27 to 4.55 to 1 for direct drive top gear, while with overdrive in operation the overall gear ratio is 3.538 to 1. This change in ratio does not noticeably alter the performance in direct top gear and in the indirect gear ratios, but the use of the overdrive reduces the engine speed when the car is cruising above the cutting-in speed of the overdrive unit, which was 38 m.p.h. on the car tested.

As well as reducing engine speed, the use of the overdrive reduced the fuel consumption under certain driving conditions; for example, at comparatively low cruising speeds, when averaging 35 m.p.h. on an easy main road test section, 24.8 m.p.g. was obtained with the overdrive in use, as against 22.8 m.p.g. in direct top gear. On the other hand, on another test run when the car was driven comparatively hard, the consumption was increased to 17 m.p.g. with the overdrive, compared with 19.7 m.p.g. in direct top gear. The reduction on this occasion in fuel consumption when direct top gear was used may be accounted for by the reduction in the amount of gear changing that was necessary (owing to the improved acceleration) compared with that required when the overdrive was in operation.

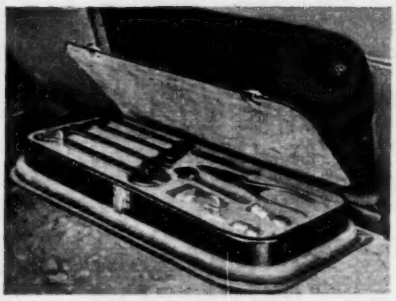
The car is, of course, powered by the now famous six-cylinder twin overhead camshaft engine, similar to that used in the XK120 two-seater and coupé models, and also the unit from which was developed the D-type Le Mans Jaguar des-

A small edition of the Jaguar emblem is formed on the nose of the central bright bonnet strip; bright strips are also used along the sides of the bonnet. The side lamps are neatly faired into the wings and contain small red indicators which enable the driver to check that they are functioning. Twin fog lamps are built in below the head lamps. Below the over-riders are the front jacking points.



The interior of the Jaguar has more than an air of luxury. Pile carpet is used on the floor, with leather upholstery for the seats, while the facia panel and door cappings are of polished hardwood. Twin sun vizors fit into the recesses of the head lining when not in use, but they cannot be swivelled sideways to shield sunlight from the side windows. A sliding roof is fitted.

(Below) Small tools and spare lamp bulbs are carried in fitted tool boxes hinged on the insides of the front doors.



cribed in the September 3, 1954, issue. Producing 160 b.h.p. at 5,200 r.p.m. when running on a compression ratio of 8 to 1 (an alternative 7 to 1 ratio is also available) the engine provides ample power to propel the large and comfortable five-seater saloon at speeds in excess of 100 m.p.h., yet even on the 8 to 1 compression ratio it is particularly smooth and has plenty of power at low revs, an important feature when the car is being driven as a family saloon. The engine is slightly sensitive to the type of fuel used, and very slight pinking was noticed on some grades of first-grade fuel, but this is by no means excessive and is completely eliminated if the more expensive grades are used.

To complement the three-figure maximum, the Jaguar also has a very high cruising speed, 80 miles an hour being a particularly pleasant speed—in this country the cruising speed is limited only by road conditions and not by any fear of overworking the mechanical components by keeping the right foot down too far for too long. The Mark VII is a large car by British standards yet it displays plenty of urge even when fully laden, and a Jaguar in a hurry is not usually overtaken.

In keeping with the general smoothness of the engine, the clutch is also smooth and permits a very gentle take up, yet is well able to cope with brisk getaways—it is not difficult to spin the rear wheels even on a dry road if there are slight errors in footwork—and there is no marked slip during rapid through-the-gears gear changing. The pedal is light to operate, but the actual range of travel is rather longer than usual, though this feature is scarcely noticed after the car has been driven for an hour or so. The four-speed gear box is operated by a central remote control lever of the type loved by the enthusiastic driver; it is very compact and positive, although, like the clutch pedal, it requires a rather large movement, particularly between first and second gears. A slight stiffness was noticed when coming out of first gear. Synchromesh is provided on top, third and second gears. It is effective for normal changes, but it can be "beaten" if the driver is really in a hurry. The gear ratios are well chosen and provide useful steps.

The overdrive unit is electrically controlled and has a master switch mounted on the right-hand side of the facia. With this in the overdrive position the car will automatically change up into overdrive when a speed of 38 m.p.h. is reached in top gear, and when this operation takes place a light built into the back of the switch is automatically illuminated. If the car speed drops below around 30 m.p.h. the mechanism will automatically change down into direct drive, but the *actual* change will not become effective until the throttle is opened, even though the speed with closed throttle may drop considerably below the normal automatic change down speed before the driver opens the throttle. This results in a particularly smooth, clutchless down change with a complete absence of jerk that might occur if the change down were made regardless of throttle position. The change up is also particularly smooth and pleasant.

Road bumps are ironed out by a combination of the two nicely matched suspension units with independently sprung front wheels supported by wishbones and torsion bars, and a normal open propeller-shaft drive at the rear. Over all types of road surface the ride is good, the car is completely free from pitching, and is fairly roll-free on corners. The suspension is also very well damped, and no damper fade was experienced during hard driving in this country. With the tyres set at the standard pressures there is a considerable amount of tyre squeal even at low cornering speeds. It is reduced if the tyres are set at the higher pressures recommended for fast driving, and with these pressures the car did not feel in any way harsh when it was driven one up. For the maximum speed tests the tyre pressures were increased to over 30 lb per sq in, and even with really hard tyres the ride is good and squeal is then almost eliminated.

Steering Merits

Both roadholding and cornering are of a very high order and the car responds well to the controls. It has very good directional stability and a pleasing degree of understeer. The steering is light and accurate and has a good sense of feel; it is precise to a degree that suggests considerably fewer turns from lock to lock than the measured 4¼. No road shocks are transmitted back through the mechanism to the driver's hands.

The braking system is somewhat unusual in that two trailing shoes are used at both front and rear as opposed to a more normal arrangement of two leading shoes at the front and leading and trailing shoes at the rear. This arrangement is adopted to provide a more stable system that is less susceptible to fade, but owing to the absence of the servo effect that is inherent in a two-leading shoe design, or to a lesser extent in a leading and trailing shoe layout, some form of servo assistance is desirable in order to reduce the pedal pressure required for maximum retardation. As can be seen from the performance table, a quite low pedal

ROAD TEST . . . . continued

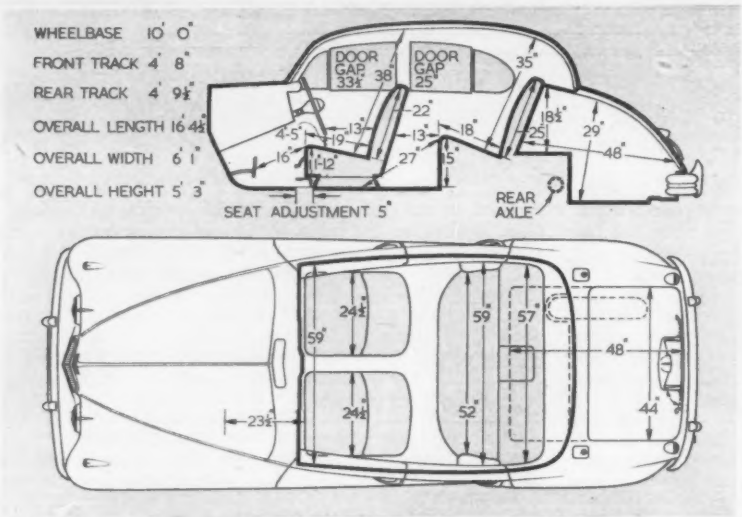
pressure is required for the maximum recorded figure of 0.83g, with a correspondingly low pressure for normal check braking. To test the brakes without servo assistance, figures were recorded with the engine switched off, and under these conditions a maximum of 0.83g was recorded with a pedal pressure of 125 lb.

For both normal and emergency braking the system has a very nice feel and the use of a servo considerably reduces driver fatigue, particularly when conditions require a large number of brake applications per mile. The hand brake is a substantial pull-up lever placed between the two separate front seats. Although this item of equipment is usually required only for parking purposes, on this car it will effectively stop the vehicle, and for test purposes the Jaguar was brought to a standstill after a maximum speed run by using the hand brake.

The general smooth running and overall silence of the Mark VII tend to give both driver and passengers the impression that they are travelling much more slowly than in fact applies, and unless the speedometer is watched closely there is a tendency to come up on other traffic quite quickly. The body is well insulated from the mechanical components and there is very little road-excited body noise, although a regular "thump, thump" can be heard if the car is driven over regularly spaced objects such as cat's-eyes reflectors. With the windows closed there is very little wind noise, but this is increased if the quarter lights or sunshine roof are opened.

As well as the normal fore and aft adjustment for leg length, the seat is also adjustable for height by means of a handle placed in front of the cushion, while the steering

JAGUAR MARK VII SALOON (with Overdrive)



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.538 to 1	4.55 to 1	6.22 to 1	9.01 to 1	15.35 to 1
10—30 ..	—	8.1	5.9	4.3	—
20—40 ..	—	7.8	5.8	4.5	—
30—50 ..	—	7.9	6.0	—	—
40—60 ..	11.6	8.6	7.0	—	—
50—70 ..	13.1	9.5	8.2	—	—
60—80 ..	16.6	12.6	—	—	—

From rest through gears to:

M.P.H.	sec
30	4.4
50	9.9
60	13.6
70	18.5
80	25.7
90	35.8

Standing quarter mile, 19.3 sec.

SPEEDS ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top ..	(mean)	102.1	164.3
	(best)	104	167.4
3rd		66—70	106—113
2nd		40—46	64—74
1st		22—28	35—45

TRACTIVE RESISTANCE: 15 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	300	1 in 7.4
Third	390	1 in 5.7
Second	520	1 in 4.3

BRAKES:

Efficiency	Pedal Pressure (lb)
83 per cent	58
71 per cent	40
42 per cent	20

FUEL CONSUMPTION: 20 m.p.g. overall for 437 miles (14.1 litres per 100 km).
Approximate normal range 17–24 m.p.g. (16.6–11.8 litres per 100 km).
Fuel, First grade.

WEATHER: Fine, dry surface; slight wind.
Air temperature 72 deg F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model (with overdrive) described in *The Autocar* of January 15, 1954.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90	100	110
True speed:	11	20	29	38	47	56	65	74	83	91.5	104

DATA

PRICE (basic), with four-door saloon body, £1,185
British purchase tax, £494 17s 6d.
Total (in Great Britain), £1,679 17s 6d.
Extras: Radio £50 13s 6d.
Heater: Standard equipment.

ENGINE: Capacity: 3,442 c.c. (210 cu in).
Number of cylinders: 6.
Bore and stroke: 83 × 106 mm (3.267 × 4.173in).
Valve gear: Twin overhead camshafts.
Compression ratio: 8 to 1.
B.H.P.: 160 at 5,200 r.p.m. (B.H.P. per ton laden 84.7).
Torque: 195 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 18.2 (on overdrive, 23.4).

WEIGHT: (with 5 gals fuel), 34¼ cwt (3,864 lb).
Weight distribution (per cent): F, 53.6; R, 46.4.
Laden as tested: 37¾ cwt (4,244 lb).
Lb per c.c. (laden): 1.23.

BRAKES: Type: F, Two-trailing shoe; R, Two-trailing shoe.
Method of operation: F, Hydraulic; R, Hydraulic.
Drum dimensions: F, 12 in diameter; 2¼in wide. R, 12in diameter; 2¼in wide.
Lining area: F, 81 sq in. R, 98 sq in (94.7 sq in per ton laden).

TYRES: 6.70—16in.
Pressures (lb per sq in): F, 23; R, 25 (normal). F, 25; R, 27 (for fast driving).

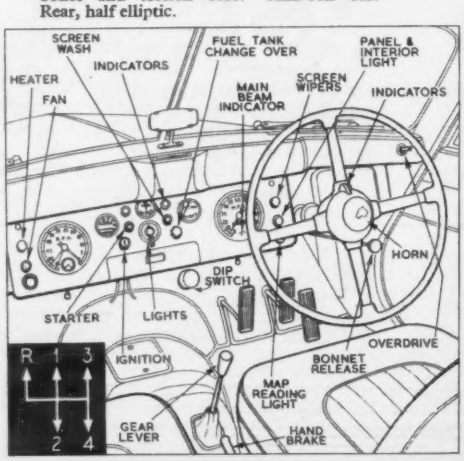
TANK CAPACITY: 17 Imperial gallons (two tanks; 9 gallons in right-hand tank).
Oil sump, 19 pints.
Cooling system, 22 pints.

TURNING CIRCLE: 36ft 0in (L and R).
Steering wheel turns (lock to lock): 4¼.

DIMENSIONS: Wheelbase: 10ft 0in.
Track: F, 4ft 8½in; R, 4ft 10in.
Length (overall): 16ft 4½in.
Height: 5ft 3in.
Width: 6ft 1in.
Ground clearance: 7½in.
Frontal area: 25 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 64 ampère-hour battery.
Head lights: Single dip; 48—48-watt bulbs.

SUSPENSION: Front, independent; wish-bones and torsion bars. Anti-roll bar. Rear, half elliptic.



wheel is adjustable on its column. The combination of these three variables caters for a very wide range of both drivers and driving positions, the height adjustment being particularly useful, as it enables a quite short driver to see the opposite side front wing. The all-round visibility is good and the windscreen pillars do not obstruct the view; the rear view is also satisfactory and the mirror is well placed and does not mask an important area of the windscreen.

The instruments are grouped in the centre section of the facia and include two large dials, the one on the right housing the speedometer with trip and total mileage recorders, while a combined unit comprising the tachometer and an electric clock is on the left. Between these are placed three smaller dials containing an ammeter, a fuel gauge, and a combined oil pressure and water temperature gauge. Apart from the speedometer, which is sometimes masked by one of the spokes of the steering wheel, all the instruments can be clearly seen. At night they are illuminated by a violet light which does not cause reflection in the screen, although it would be better if the intensity of light could be reduced, possibly by the addition of a rheostat control.

The interior of the luggage locker has a smooth surface and is trimmed to prevent damage to luggage; there is an automatically operating strut to keep the lid open. The right-hand fuel tank can be seen behind the spare wheel mounted vertically at the side of the locker.

Twin Fuel Tanks

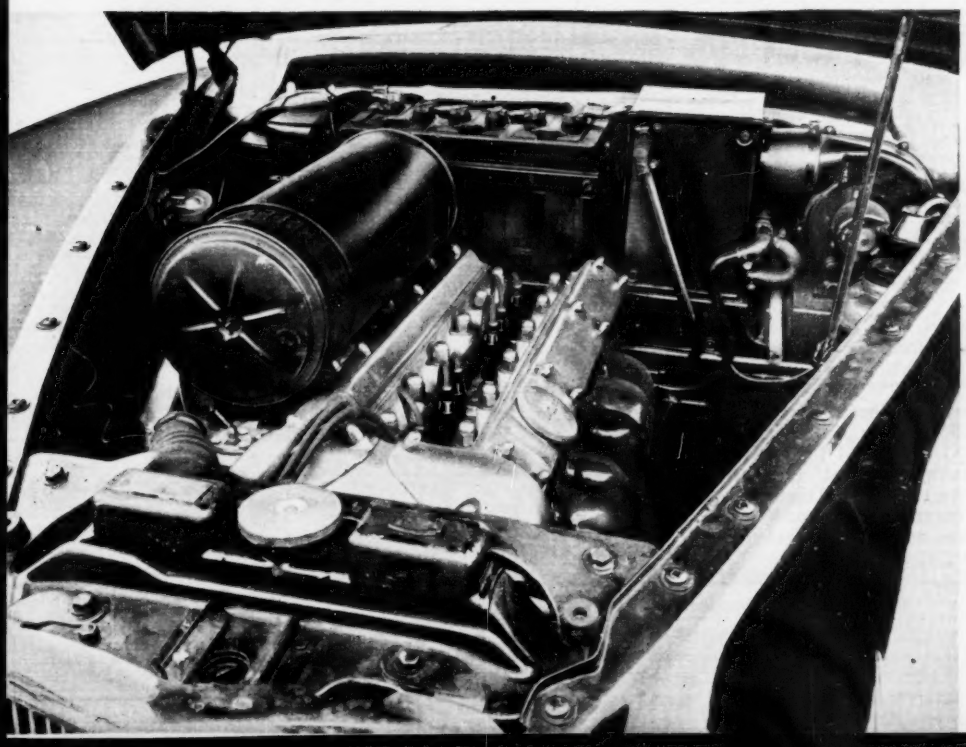
The minor controls are grouped around the instruments, and these include the control for a screen wash, cigarette lighter, map-reading light, heater controls, and a change-over switch for the fuel system, which uses a twin tank arrangement, the fuel gauge being wired to indicate the amount of fuel in the tank that is in circuit, and not the total amount of fuel carried. The self-parking screenwiper blades are powered by a two-speed electric motor, and when switched to the high-speed position they are well able to keep the screen clear in very heavy rain.

All the doors are large; they open wide and are provided with catches on the check straps to hold them in the open position when required. The front seats are of ample proportions; they are comfortable and give good support generally, although the back of the seat cushion is inclined to be a little hard. The front passenger seat is also provided with a height adjustment similar to that fitted to the driving seat. The rear compartment is very comfortable and there is ample leg room for the passengers, even with the front seats set back as far as they will go. The seat is also wide enough for three persons comfortably and is fitted with a wide central arm-rest for use when two people are carried in the back. Two small lockers are built into the facia, the one on the passenger side being fitted with a lock; also a small drawer in the centre of the panel, this space being used to house the radio control unit if this equipment is fitted. There is a useful parcel shelf behind the rear seat.

In keeping with the air of spaciousness created by the rest of the car, the luggage locker is particularly large and of a very useful shape, so that it is well able to house a quantity of luggage required on a long Continental trip. The use of twin fuel tanks means that the car must be refuelled from both sides, but both tanks can be filled quickly without risk of blowing back. When the tanks had been completely filled it was found desirable to run for a short distance on one tank and then switch over to the other one, as if this was not done there was some tendency for fuel fumes to penetrate inside the car.

In place of the now almost universal double-dipping type of head lamps, a dip and switch system is used on the Jaguar; the lights are very good, a useful range and spread of light being provided in both positions. Twin fog lights are also fitted as standard equipment, and these are operated by an extra position on the main lighting switch; the action of turning this switch cuts off the head lamps and automatically switches on the fog lights. The horns are particularly powerful and have a very penetrating note, a feature that is particularly useful on a fast car. Twenty-three grease nipples require attention at intervals of 2,500 miles.

The Jaguar provides extremely good value for money; it has an outstanding performance, and for its size it does not have an excessive thirst for fuel. It has plenty of passenger space and is very satisfactory for a driver desiring a large saloon with sports car performance.



The polished light alloy valve gear covers and the black enamelled exhaust manifolds are in keeping with the character of the car. Oil and water filler caps are readily accessible, as also are the sparking plugs. The battery is mounted on the bulkhead behind the large air cleaner, with electrical accessories on the right of the car. The heater units are placed on the left-hand side of the bulkhead, and the screen wash container is towards the rear of the left wing valance.

The Triumph, hood up because of the rain, halts on the indifferently surfaced Flüela Pass.

A TASTE OF

The TR2 Shows Its Capabilities Over 2,400

AS an observer at the Scottish Rally at Whitsuntide and at the Alpine Rally during July, I had been much intrigued by the obvious capabilities of the little Triumph TR2. When the Liège-Rome-Liège Rally came along, which I wanted to see, it occurred to me that a TR2 would be an ideal mount for the purpose. On Friday, August 13, which some might consider ominous, I collected a geranium-red TR2 at Coventry—actually the identical car of *The Autocar* Road Test early this year—and headed south for Dover on one of the few fine days of this appalling summer. Next morning I drove aboard the *Lord Warden*, with the sole object of getting as far south as possible.

It was a bright sunny morning as we docked at Boulogne, where the band of the Grenadiers and a French guard of honour were drawn up. A delicate compliment, I thought, but then found that the Mayor of Dover was visiting M. le Maire of Boulogne, and that the town was en fête. As a result, the normal route from the dock was obstructed, so that I had to plunge into the maelstrom of one-way streets in the town itself. When I passed one jovial *agent de police* for the second time he gave me a whimsical look and exclaimed "*Tiens! Encore?*" His instruction to turn left, and left again, landed me in a press of buses, cars and horse-drawn vehicles firmly wedged behind a road barrier. It was all very amusing, but occasioned a loss of valuable time.

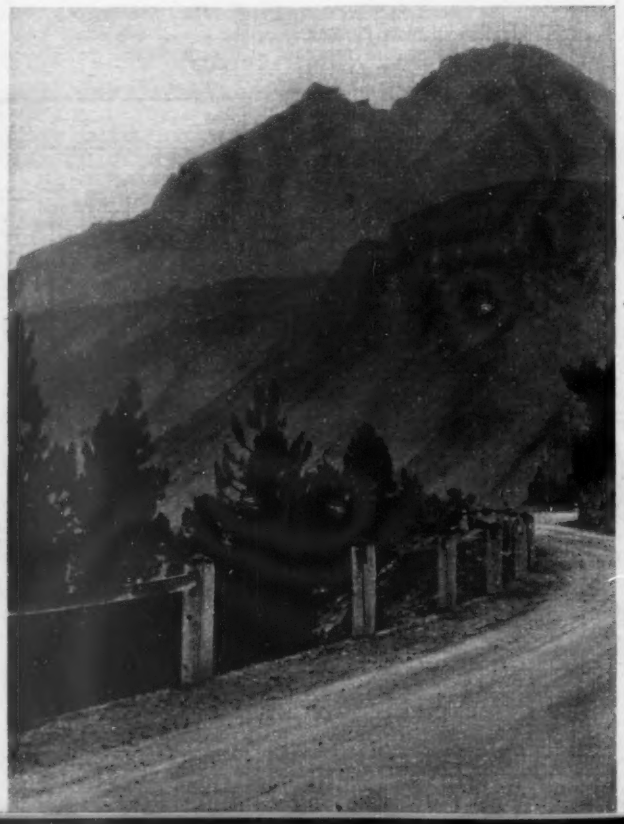
At St. Pol I stopped for lunch and by the time I reached Soissons it was well into the afternoon, the sun had gone in and it began to rain. Night was falling—as well as heavy rain—as I ran into Troyes with only 250 miles on the clock. It was still raining next morning as I headed the little red car southwards along N.71, following the picturesque valley of the Seine to Châtillon and Dijon, but I remained snug and dry with hood and side curtains erected. I could not bring myself to hurry over the road from Dijon through Beaune to Châlon-sur-Saône, because the famous Burgundy vineyards were looking a picture, and did not seem to have suffered unduly from the recent storms.

To make up for my loitering, however, I gave the TR2 its head down the vast stretches of N.6 through Tournus and Mâcon to Lyons. Here, indeed the advantages of the overdrive showed up in no uncertain manner for, with the car cruising at an indicated 80 on the 3.03 to 1 ratio, the engine was running easily at about 3,200 r.p.m. At such a gait, of course, nothing overtook me, and I was constantly coming up behind little strings of traffic, five or six cars jockeying to pass one another. On such occasions a flick of the overdrive switch into the direct top gear and a little more throttle would send the Triumph scampering past, with a crisp rattle from the exhaust which quietened down again as one flicked the overdrive in once more.

As it was Sunday the road was pretty busy and so were the police, for there is a drive on in France to reduce road casualties. I was naturally very careful at every village with the limit sign, but on the open road it was impossible not to delight in the car's capacity for speed. In fact, despite the many speed limits, I found that each hour would see nearly another 60 miles covered without any effort to do so, and including an occasional stop for a cooling drink or a cigarette.

So I came to Avignon and the Hotel d'Europe for the night, with 350 miles for the day's journey covered in eight hours, an average of just on 44 m.p.h. in spite of numerous stops. South of Lyons the weather had improved and I had taken down the side screens, keeping the hood up as protection from the hot sun which at last broke through the clouds. At Avignon it was really warm, and after dinner I strolled to the ancient Palace of the Popes, which has been so sympathetically restored by the French Government.

Then came a couple of days in real sunshine as the TR2 and I headed eastwards along the Riviera towards Italy.



At Ventimiglia there was a long queue of cars three abreast, shepherded by half-a-dozen *agents*, waiting to pass through the frontier post. For one hour and forty minutes we sat and baked in the blazing sunshine, moving forward a few feet at a time. At last it was my turn to hand out my carnet and passport, which were quickly stamped, and then I continued my journey, thankful for the cooling breeze which movement of the car brought.

Along the winding road of the Italian Riviera it was a question of keeping in the queue, except when a brief straight and the TR2's vivid acceleration allowed one to jump to a gap ahead. The tourist traffic seemed astonishingly heavy with cars from Great Britain, Germany, Belgium, Switzerland, Sweden, Denmark and Morocco, but, of course, August is the peak of the holiday season on the Continent as in England. Not until I reached Genoa and turned northwards along the autostrada towards Milan was it possible to make any swift progress.

On the run to Milan, however, the overdrive again came into constant use and the engine seemed to improve in smoothness with a little full throttle burst, for along the slow winding road of the Italian Riviera it had evinced an occasional misfiring which I put down to dirty sparking plugs. The same tendency was noticed again on the winding road along the shore of Lake Como, but then, on the fast road through Sondrio to Tirano and Bormio, the engine again settled down to its steady beat.

Rain had now set in again, and I was sorry for the competitors in the Liège-Rome-Liège, who must have had an uncomfortable night's drive before, in the early morning, they climbed the Stelvio and ran down to the Bormio control, where I was awaiting them. Then came a hard day's motoring for the TR2, for I whisked it up the Stelvio, down to St. Maria, over the Fuorn Pass to Zernez and Sus, then over the Flüela to Davos, down the valley of the Landwasser to Tiefencastel and Thusis, swinging north to Bonaduz and turning westwards for Ilanz and up the valley of the Reno, which at Truns was a muddy flood threatening to overflow its banks. As a matter of fact, a few hours later it did, and there were four feet of water across the road.

But by then the TR2 had stormed over the Oberalp Pass, in rain which was almost solid, down into Andermatt where it was getting dusk. I was tempted to stay in comfort at Andermatt, but was due to make a rendezvous with an aircraft at Geneva next day. The muddy torrent of the river which flows down from the Furka was obviously threatening the road and the bridges, and it was already over the railway line in places. So, with some misgivings, for the clouds were low and made visibility so poor that lights were desirable, I pressed the Triumph on up the Furka.

Some of the passes I had already been over were decidedly loose and rough, and with so much power available in such a light vehicle I had found that a certain amount of care was necessary to retain maximum adhesion. However, the Triumph took me safely and swiftly to the top, the thermometer not having risen a fraction and the oil pressure gauge not having fallen in the least.

TRIUMPH

Continental Miles By A. G. DOUGLAS CLEASE

Roads Flooded

Then past the Rhône glacier down to Gletsch, to find that the run down the valley to Munster is now almost a boulevard. At Brigue I felt that both the TR2 and I had earned a night's rest, for the rain was still coming down in stair-rods. In the morning mine host told me that the road I had travelled over the previous evening was impassable through floods.

As I ran into Montreux the rain ceased and the sun came through, and at Rolle, when I stopped for lunch, I looked out across Lake Leman, and could see the muddy waters of the Rhône making a wide brown strip down the centre of the lake. I got away from Geneva about 4 p.m. and the Col de la Faucille, with its good surface and easy gradient, was nothing to the TR2 after the rough and narrow mountain passes which it had already covered.

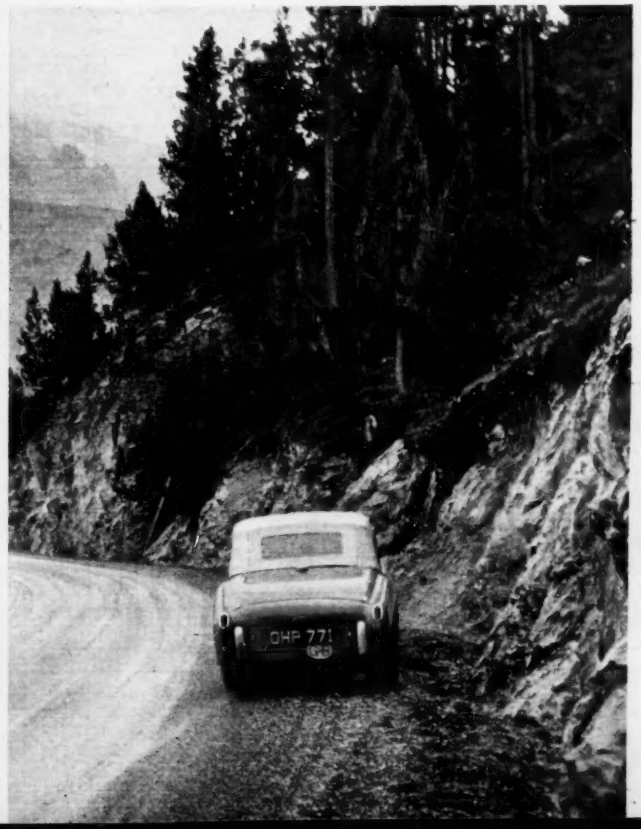
As I had to be alongside the ship at Boulogne next day, I had to "press on regardless" northwards, but the road through Morez, Poligny, Dole, Gray, where N.67 was followed to St. Dizier, then N.4 to Vitry-le-François, and then along N.44 to Chalons-sur-Marne and Rheims, is fast and I could use the overdrive to advantage.

420 Miles in a Day

Stopping for petrol about 100 miles south of Rheims, I rang up the Lion d'Or in that city to reserve a room, and said that I should arrive in two hours' time. It was now dark, but with yellow bulbs in the head lamps, which cut down the light a little, I had no flashing from other drivers and managed to complete the journey on time. This was the longest day's run, with 420 miles on the clock, but it was done so easily that in spite of numerous stops and delays it occupied a little less than twelve hours.

It was still dull next morning, but the 178 miles to Boulogne were an easy four-hour run. And so back to England in the *Lord Warden* once again. In the ten days the little TR2 had covered 2,400 Continental miles, including several of the highest Alpine passes and mostly in torrential rain. Hood and side curtains were kept up all the time except for the two days along the Riviera. Even in the worst rain I remained snug and dry, and on the highest mountain climbs the heater was utilized, for there was still quite a lot of snow about.

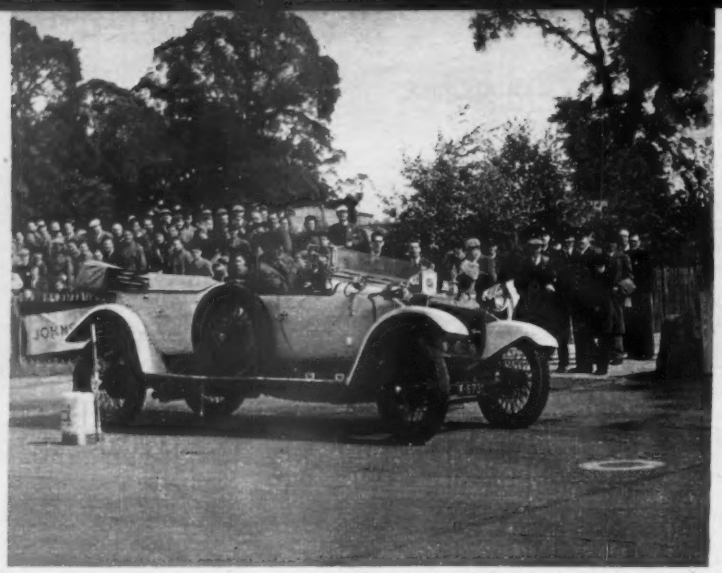
Of the car's performance there is little to say that has not already been said in *The Autocar* Road Test. Over the whole distance the fuel consumption worked out at 32 m.p.g., despite a high average speed from point to point and much third and second gear climbing of some of the highest mountain roads in Europe. The taste of the Triumph has certainly whetted my appetite for more.



Even in wet, cloudy weather the Alpine passes have a splendour of their own—as this photograph of the Fuorn shows.

THE outstanding interest in Vintage and Edwardian cars possessed by the public in this country was never more forcefully shown than during the Anglo-American Vintage Car Rally held last week; the organizers of the event must be thoroughly satisfied at its success. Sponsored by the British Travel and Holidays Association and organized by the Vintage Sports-Car Club and the Veteran Motor Car Club of America, the rally brought together teams of ten British and ten American cars on a run from Edinburgh to Goodwood; each team included five Edwardians (1904-1914) and five Vintage cars (1915-1930). Never before has a picked team of American cars and drivers competed with a similar British team in this country and never have such elderly cars had to travel so far.

To the older generation the rally must have brought memories of the 1,000 Miles Trial run by the Automobile Club (now the R.A.C.) in 1900 to demonstrate, by means of a drive from London to Edinburgh and back, that the car had become a practical means of transport and was no longer an expensive toy. The event was in many ways comparable; much of the same route was covered and the crowds of people that gathered to watch —including entire schools—were on a similar scale.



Francis Hutton-Stott's 1913 Lanchester rolls to an alarming degree as it undergoes the "bending" test.

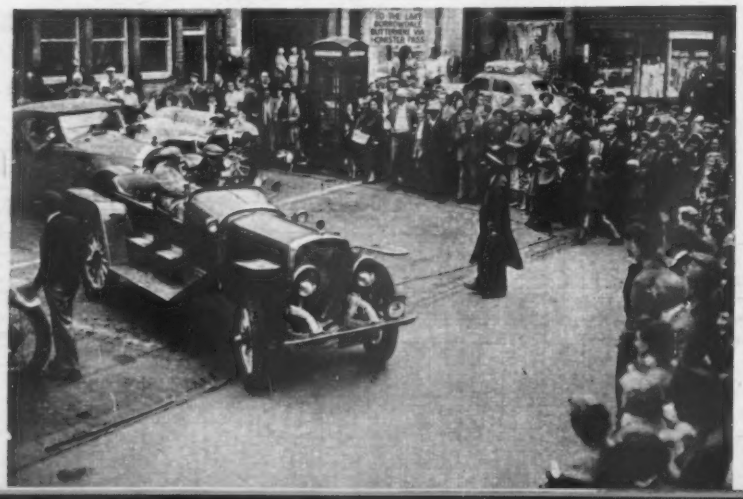
ANGLO-AMERICAN

FINE CARS, GOOD COMPANY AND PUBLIC INTEREST MAKE RALLY AN

Particularly interesting to British eyes were the American cars, many of which had never been seen on British roads—Lozier, Simplex, Kissel, Biddle, Mercer and Pierce-Arrow are all legendary names in the American industry and none is in current production. The standard of American car production tended to be set in those days by the immortal Model T Ford, or "Tin Lizzie," and few people in this country realized that many of its contemporaries were high-quality cars of outstanding interest, well ahead of their time, beautifully made and even more strikingly elegant than some of our own prized Edwardians.

Oldest Americans were the 1906 Model K Ford, known as the Six-Forty Speedster, and the Stanley Steamer of the same year, known as the Stanley Gentleman's Speedy Roadster. The enormous Pierce-Arrow produced admiration wherever it went. With an overall length of 19ft the car has a six-cylinder side-valve T-head (exhaust and inlet valves on opposite sides of the block) engine of nearly 13 litres, developing 100 b.h.p. at 1,500 r.p.m. This enormous car has seats for two, an occasional folding seat at the back and an outrigger seat on the left-side running board; the car has right-hand drive. The Pierce-Arrow's owner, H. Austin Clark, Jnr., of Long Island, an enthusiast in the truest sense, owns a collection of over 250 historic cars which are kept in the Long Island Automotive Museum. The Americans were accompanied by two reserve cars—Tony Koveleski's 1914 Stutz Bearcat and T. McKelvie's 1929 Model J, 7-litre Duesenberg Roadster, alleged to develop 265 b.h.p.

The 1913 9-litre Lozier, driven by Roderick Blood, of Massachusetts, leaves the crowded Market Square at Keswick, with the Model K Ford and the Biddle in the background.



Of the British team, the oldest was D. G. Fitz-Patrick's 1906 Wolseley-Siddeley, which has the original upholstery and paintwork, the latter having needed only a coat of varnish to bring it up to its original glory. A. Brooke's 1914 Prince Henry Vauxhall, driven by R. Barker and N. Arnold-Foster, was discovered after lying upside down in a field for 18 years, and patiently restored. The captain of the British team, T. W. Carson, was driving a 1920 E-type 30-98 Vauxhall owned by Cecil Clutton, president of the V.S.-C.C. Apart from the fitting of a later front axle to provide it with front wheel brakes, the car is in original condition. British escorts were such famous cars as Cecil Clutton's 1908 12-litre Grand Prix Itala, A. Jeddere Fisher's 1913 Lancia Theta, L. T. C. Rolt's 1925 "duck's back" Alvis, Kent Karslake's 1919 37 h.p. Hispano-Suiza, with servo four-wheel brakes, and Forrest Lycett's well known 8-litre Bentley.

The American team, together with the two reserve cars, landed at Liverpool on August 28, setting out on the road on the following day and reaching Edinburgh on August 31. Together, the two teams started on their journey south on September 4. Throughout the eight-day drive there were civic receptions, dinner parties and social functions. Wherever the cars halted for the night the people turned out to welcome them.

There was no set starting time after each night's halt; a suggested time was given which allowed for the 25-35 m.p.h. average which was laid down. The cars,

therefore, did not travel in convoy, this arrangement allowing the more modern and faster examples to start late and cover the ground more quickly. On the second day of the run the Stanley proved its amazing power on a steep hill, approaching Durham, by pulling away from an Austin A.70 which was (on its driver's admission) doing its best to catch up.

By the Harrogate halt on September 6, the Stanley Steamer had been giving considerable trouble and had reached the check an hour late. The 1913 Lozier of Roderick Blood, too, was having trouble with the front universal joint. This car was carrying Dr. Jay Rice Moody, president of the Veteran Motor Car Club of America, and his wife. The Stanley's burner, and the Lozier, were taken to a garage where, after a night of strenuous pit-work, they were repaired.

Early on the Thursday morning (September 9) it was raining hard at Leamington, but soon after 9 a.m. it cleared. There was great activity round the Stanley and that section of the garage in which the cars had spent the night both smelled and sounded like a locomotive shed. For the easy starting tests the cars were brought out and a signal was given to the drivers by means of a hearty thump on the back from Laurence Pomeroy. At this signal drivers had to sprint five yards, start the cars and drive across a line.

Most of the cars started easily; on the oldest British car, the Wolseley-Siddeley, the engine sprang into life after only five turns of the handle. F. Hutton-Stott's Lanchester needed rather more turning, but when it did start, the engine ticked

OUTSTANDING SUCCESS

Captain of the American team, Samuel E. Baily, who drove a 1914 Simplex, poses with T. W. Carson, the British captain and the magnificent trophy presented by the Duke of Richmond and Gordon.

over beautifully. The wick carburettor is primed for easy starting with petrol of a higher than usual volatility. It is interesting to note that the 4-litre Lanchester requires a 32-volt battery for its starter (which was not in use) and the 13-litre Pierce-Arrow uses only a six-volt starter.

As it moved away to cross the line, the Model K Ford unfortunately broke its rear axle pinion and it seemed that the car was out of the event. A hasty telephone call to Dagenham, however, brought two experimental engineers from Fords at Birmingham to the scene. As the result of a magnificent combined effort

A considerable contribution to the British victory was made by R. Barker's Prince Henry Vauxhall, which made f.t.d. at Prescott, was fastest in the garaging test, and completed the equal highest number of laps in the stamina test at Goodwood.

with the local Ford agents, a new pinion was made and the car was able to get away again at 8.30 a.m. on Friday.

From Leamington the cars moved off through Warwick, Stratford-upon-Avon and Broadway to Prescott—the Bugatti Owners' Club's hill near Cheltenham. Here the climbs made by the British team were, on the whole, better than those of the Americans. This is partly owed to the extremely large size of some of the American cars and partly because they are designed to maintain a fair cruising speed rather than to accelerate quickly. Times for the climbs are as follows:

American Team: Model K Ford 1906 (E. W. Bemis), non-starter. Stanley Steamer 1906 (P. J. Tusek), 72.04s. Lozier 1913 (R. Blood), 73.58s. Mercer Raceabout 1914 (R. T. Buckley), 62.29s. Simplex 1914 (S. E. Baily), 69.19s. Pierce-Arrow 1916 (H. A. Clark), 67.54s. Biddle 1916 (E. S. Hansen), 73.06s. Stutz 1919 (C. Kay), 73.29s. Kissel 1923 (A. C. Baker), 77.17s. Mercer 1921 (R. Moore), 70.97s.

British Team: Wolseley-Siddeley 1906 (D. G. Fitz-Patrick), 97.60s. Vauxhall 1914 (R. Barker), 61.26s. (fastest time of the day). Rolls-Royce 1910 (S. J. Skinner), 75.19s. Sunbeam 1913 (D. Denne), 75.72s. Lanchester 1915 (F. Hutton-Stott), 75.71s. Vauxhall 1920 (T. W. Carson), 65.90s. Alvis 1925 (A. J. Clarke), 68.76s. Sunbeam 1926 (A. S. Heal), 65.25s. Frazer-Nash (A. T. Pugh), 65.10s. Bentley 1928 (T. P. Breen), 66.18s.

At Goodwood on Saturday, September 11, when the final tests were held, there was probably the finest gathering of Veteran, Edwardian and Vintage cars that has ever been. Apart from the competing teams there was a display of 70 Veterans and Edwardians from the Veteran Car Club and 157 Vintage and Edwardian cars from the Vintage Sports-Car Club, the Bentley Drivers' Club, the 20-Ghost Club and the Bugatti Owners' Club. As several spectators said, it was like letting a child loose with unlimited chocolates.

Unfortunately the Gentleman's Speedy Roadster (what car was ever more elegantly named?) had had further trouble and its place in the Goodwood tests was taken by Tony Koveleski's Stutz Bearcat, glittering and unblemished in its bright yellow enamel. The Stanley appeared later on, however, much to everyone's delight. There were two driving tests—a timed reversing and parking manœuvre and a timed wiggle-woggle between pylons, or "bending test" as it was called. The Lanchester's progress through the pylons was interesting to watch. It rolled to an amazing degree with little tyre squeal and without apparently losing its controllability. The Prince Henry Vauxhall, driven by N. Arnold-Foster, was fastest in this test by a fair margin and the Pierce-Arrow, in spite of its enormous wheelbase, was extremely nimble. The Stutz Bearcat, too, was quick, beating the Frazer-Nash by over two seconds, and it was the only American car to complete this manœuvre in under 50s.

After lunch the superb gathering of Veterans made laps of the circuit, followed by a 40-minute stamina test for the team cars. This entailed completing a minimum of 15 laps in the 40 minutes. The Lozier unfortunately seized, perhaps because of a binding rear brake which practically caught fire, and Barker's Prince Henry Vauxhall, lapping steadily at around 60 m.p.h., spun at Madgwick Corner on its final lap, stalling the engine, which was successfully restarted; the car actually completed an equal number of laps to the fastest Vintage car, A. Heal's 1926 3-litre Sunbeam. T. P. Breen's 4½-litre Bentley broke a piston and completed only 13 laps, running disconsolately on three cylinders.

Vintage Visitors

Visiting Vintage cars made two demonstration laps and, among these, the 1927 7,642 c.c. Rolls-Royce of S. E. Sears was beautiful beyond words.

Leaving a feeling among the crowds that they had stepped back 50 years in time, the hesitant and graceful Veterans left the course, some on trailers but the majority under their own power. The teams lined up along the pits for the *concours d'elégance* while the judges, headed by Sir Hugh Casson, carried out their extremely difficult task. Eventually a decision was reached and the trophy was presented to T. W. Carson, representing the winning team, by the Duke of Richmond and Gordon.

And so the transatlantic visitors concluded their friendly match—"visiting firemen" indeed, in the well-known U.S.A. expression for visitors from the sticks come to enjoy themselves in town. It is to be hoped that their enjoyment of Britain reached the required standard.

Summary of Results

	American team	British team
Road Section	2,394	2,495
Easy Starting	748	798
Slow-Fast	295	199
Prescott	—1,880	—950
Stop-and-Restart	400	400
Parking	159	168
Bending	1,976	2,000
Stamina	2,480	2,820
Concours	429	446
Total	7,001	8,376

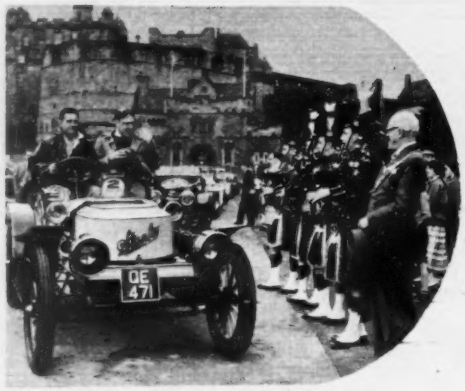
Route

September 4: Edinburgh to Alnwick. **September 5:** Alnwick to Harrogate. **September 6:** Harrogate to Boston. **September 7:** Boston to Cambridge, with slow-fast and braking tests five miles before Cambridge. **September 8:** Cambridge to Leamington. **September 9:** Leamington to Cheltenham, with quick starting test before leaving Leamington, and timed climbs of Prescott Hill. **September 10:** Cheltenham to Chichester, with stop and restart on South Harting Hill. **September 11:** Chichester to Goodwood, with parking, bending and stamina tests and *concours d'élégance*.

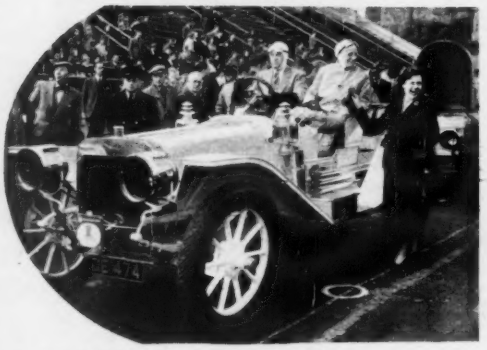
"VISITING FIREMEN"

Right: One of the outstanding examples of painstaking restoration was the 1914 T-head Mercer Raceabout of Ralph T. Buckley, of New Jersey, U.S.A. Rescued from a breaker's yard in 1948, the car now has a top speed of 80 m.p.h. and handles beautifully with the requisite amount of understeer.

Below: Travelling as one of two spare cars, Anthony J. Koveleski's 1914 Penna Stutz, painted yellow, sets out from Edinburgh with passenger Miss Eleanor Shively, of Brooklyn.



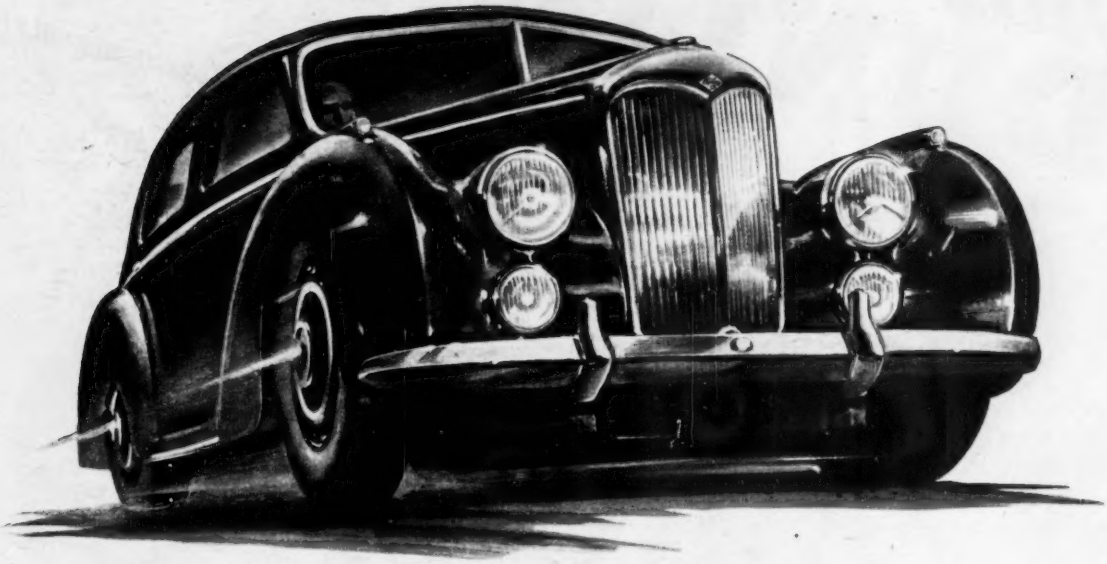
The 1906 Stanley Gentleman's Speedy Roadster is waved off from Edinburgh by Provost John G. Bank to the accompaniment of the pipes. Paul Tusek, of Ohio, carried with him an engineer of considerable ability, Edwin Battison, to keep the somewhat temperamental car running.



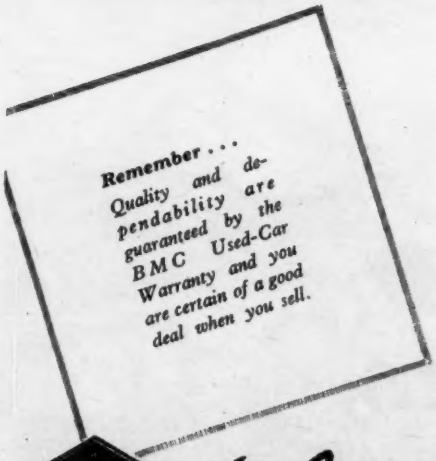
A less known Ford model and a luxury car in its day; the 1906 Model K Speedster with six-cylinder engine and the same epicyclic transmission as was fitted to the Model T. Beautifully restored, the car carried Mr. and Mrs. Elmer W. Bemis, of Brattleboro, Vermont.

You enjoy every mile–

in the Riley 1½ litre Saloon



The long ride, the odd trip, the routine journey—You enjoy them all when you drive a Riley.



Here is a beautifully made piece of mechanism perfectly obedient to your wishes. Its heart is the Riley engine, built with the same care that went into the great racing Rileys from which it was developed. The Torsionic independent suspension is especially comfortable and trouble-free, while steering has that delightful character which can only come from the work of craftsmen. Prove these facts for yourself—your nearest dealer will gladly arrange a trial run.

Riley *for Magnificent Motoring*

BMC

Riley Models are fitted with safety glass all round.

RILEY MOTORS LIMITED, *Sales Division:* **COWLEY, OXFORD**

London Showrooms: RILEY CARS, 55-56 PALL MALL, S.W.1 *Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1*

For only a few shillings more!

The DUNLOP TUBELESS

- RESISTS IMPACT - MAKES BURSTS ALMOST IMPOSSIBLE!
- VIRTUALLY ELIMINATES PUNCTURE DELAYS!
- OFFERS 100% BETTER AIR RETENTION!
- GUARDS AGAINST DEFLATION DAMAGE!

The Dunlop Tubeless, greatest tyre advance since the first pneumatic, costs only a few shillings more than the conventional cover and tube! To put paid to puncture trouble, the Tubeless has a special air-retaining liner — plus puncture-sealing compound beneath the tread. Even when pierced by two-inch nails and cornered under extreme stress, *the Tubeless car tyre has shown no air loss.* Readily fitted to all wheels except the wire type, the Dunlop Tubeless is available in all popular sizes — in full Gold Seal quality!

...AVAILABLE ALONGSIDE THE COMPREHENSIVE DUNLOP RANGE OF CONVENTIONAL TYRES

DUNLOP FORT

DUNLOP FORT C T

DUNLOP

DUNLOP FORT WHITE SIDEWALL

DUNLOP TRAKGRIP

DUNLOP R K 3

DUNLOP ROADSPEED

DUNLOP SPORTS

4H/120

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ALCOHOL

Since the introduction of Alcohol, the extraordinary sales have surprised even us. Hundreds of motorists have told us that the performance of their cars on Clevecol with Alcohol has never previously been equalled.

ALCOHOL *for amazing acceleration*
ALCOHOL *for smooth and cool running*
ALCOHOL *for clean engines and fuel lines*
ALCOHOL *for no stalling of hot or cold engines*
ALCOHOL *for highest anti-knock value*
ALCOHOL *for engine power*

ALCOHOL is the one proved additive which is itself a fuel
CLEVECOL SPECIAL is the one fuel with added alcohol

RESULTS ARE IMMEDIATE

The Best Petrol that money can buy

CLEVELAND

The *Specialists* in Motor Fuels

ALL IN A DAY'S DRIVE

Right: The twin-track road near Dorking is always busy but its good surface and width assist speedy transit.

SOUTH COUNTRY PRACTICE FOR THE INEXPERIENCED DRIVER

"We gathered speed on the twin carriageway . . . A plaintive voice from behind asked if the driver would please put the choke in."

THE early morning sun shone on the polished black bonnet of the car as it stood by the kerb. A Sunday emptiness filled the early morning streets; the neighbours slept. It was 9.20—five minutes late, and the driver hastily swallowed the last bite of toast and marmalade, flew out of the door and into the driving seat.

In the back the owner settled down for three hours of torture—"Only three more days to complete a year's unclaimed insurance." His apparently trivial remark did nothing to reassure the not-too-certain driver; but confidence came flooding in with the touch of the wheel, and the journey started without incident. With Kew Bridge and dull London streets behind, the pretty Surrey roads led towards Worthing. The countryside was at its best—or so the passengers said, for the driver's attention was concentrated on the road ahead, like that of all good (or inexpert?) drivers. She managed hasty sideways glances at the frozen antlers of the stags in Richmond Park; here there is a speed limit of 20 m.p.h. The road wound on, by-passing Leatherhead and Dorking, sheltering beneath Box Hill, and distantly sighting Leith Hill, having joined the winding streams of traffic on A24.

It was a gentle, pleasant way through the Weald, leisurely because dense traffic made haste impossible and the driver, realizing that she was not expected to pass anything, gradually relaxed. Anyway, a real traffic jam is good clutch practice and quite fun; it has the obvious advantage of keeping an owner happy calculating the distance of his bumper from the car in front; and if we stop suddenly, has the car behind good brakes also?

Chanctonbury Ring, a round blister of trees on the downs, could be seen some twenty miles before the car caught up with it. At Washington the driver got out to ramble over the downs with a friend. The owner breathed a sigh of

"The road wound on . . ." From Box Hill, Surrey, is a pattern of woods and meadows.

relief and took the wheel himself for the last seven miles.

The country path was unbelievably peaceful after the noise and fumes of A24; gradually one's ear regained its sensitivity and the gay warble of the larks made itself heard above the gentle rustle of ripening barley. A young rabbit tottered hastily into the hedge; a startled pheasant flushed suddenly from the corn three feet away; and backwards from the downs the soft Sussex fields and trees stretched out in a wide semicircle, broken by patches of sunlight and columns of showers. A dark cloud from the tattered sky caught up with us; the grey boles of Chanctonbury trees were frightening and mysterious in the rain; and we were disappointed at not finding a dew pond. But the sun came out again, and we picnicked above the rolling downs within sight of a blue sea.

In Findon by tea-time, and just off the main road we found a delightful little café. The sun streamed in at the windows and a tiny kitten with delicate tortoiseshell markings stalked the chair legs.

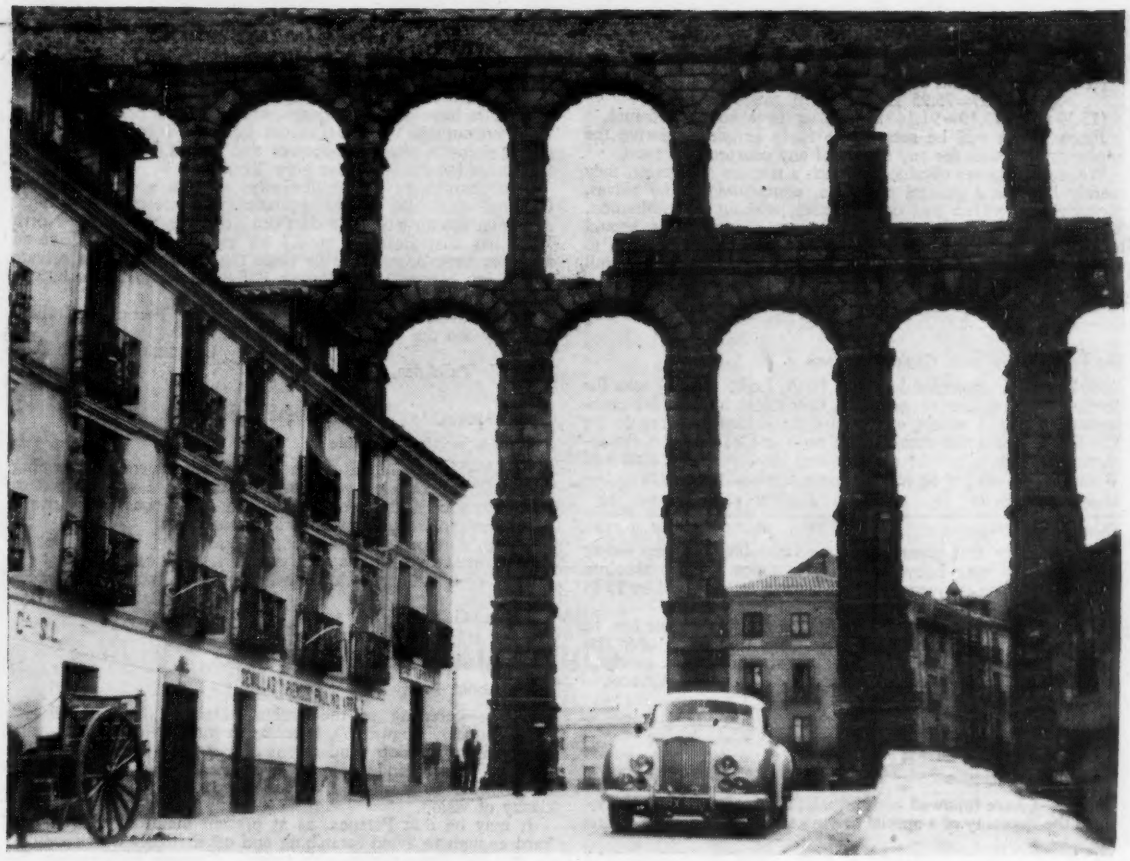
A rather disgruntled driver started home, for in the interests of road safety she had been excluded from a toast drunk in strong cider to newly engaged cousins. The journey started well, and quickly the Worthing delimit signs were left behind. We gathered speed on the twin carriageway that runs for a mile or two towards Horsham. A plaintive voice from behind asked if the driver would please put the choke in.

A few miles farther on the car in front suddenly lost a wheel, which bowled right across the road into the arms of an attendant at a conveniently close garage. The next incident was a veteran red and black baby car which had backed off the grass verge into a ditch; the aggrieved owner, watched by his wife and child, had planted his feet firmly on the ground and was tugging at the bonnet, leaning backwards at an angle of 45 degrees. It looked as though a pat on the roof and a little finger under each mudguard could lift it out bodily; "A ditched titch" as a passenger aptly remarked.

There was a blinding rain storm and it grew dark. The driver hotly denied that she "did funny things," after which there was a slight altercation with the owner, and the engine stopped (of its own accord) three times. The last few miles came, and thought of that unblemished policy kept company with the car as it negotiated busy London streets. The head lamps picked out two isolated green cat's-eyes in the middle of the road—a cat had settled for the night on a manhole cover and refused to move when the car swished past him.

Home at last. Did the owner also feel that he had walked that 120 miles during the day? S. C.

"Backwards from the downs the soft Sussex fields and trees stretched out in a wide semicircle. . . ."



The ancient Roman aqueduct at Segovia, in Spain, towers above the more modern houses to the left, and the Bentley Continental.

Correspondence

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E. 1

Greasing

Thoughts from Overseas

[65899.]—I was about to write to you, raising a complaint about chassis lubrication, when your issue of May 14 arrived with a very apt and concise article "Time off The Road." When will manufacturers realize that the biggest snag to the quantity-produced car is this greasing problem? I write from the viewpoint of a motorist in an overseas country district, but there are many in my position.

No normal human can be expected to grease the modern car himself without a ramp or hoist. My nearest town is over 20 miles away. When I go there I am busy, and cannot leave my car for two or three hours to wait its turn for greasing.

The charge for greasing at a service station here is 10s 6d. With petrol at 3s 4d a gallon, arithmetic shows that the elimination of the 10s 6d every 1,000 miles, in a car doing 28 m.p.g., is equivalent to an improvement in petrol consumption of about 2 m.p.g.

My next car will probably be a Rover, if I can afford it, but what a selling point the cheaper saloons would have if their chassis bearings were built in the same way. I do not think automatic chassis lubrication is the answer here, with its multiplicity of pipes, on account of flying stones on our shingle roads. Apropos of stones, manufacturers might note that holes in chassis cross-members mean *increased* weight, as the members fill up with shingle.

One service station's comment on the greasing question was this: "It is a good thing, from the safety angle, to have a car on the hoist at regular intervals; you can see if anything is coming adrift underneath." I wonder what the manufacturers think of that one.

I have no connection with the Rover company though I have completed 79,000 happy miles in one (without a rebore).

Ashburton, New Zealand. D. S. STUDHOLME.

Compression Ratio

The Influence of Barometric Pressure

[65900.]—Mr. R. A. Lowe [65879] appears to be under a slight misapprehension in regard to the interpretation of the use of a pressure gauge for engine compression testing.

The figures he quotes for his own car (76 lb per sq inch) suggest that his gauge measures pressures in pounds per square inch *above* atmospheric pressure, and not absolute pressure. They will, however, be true (given an accurate gauge) irrespective of the compression ratio of his engine.

The question of compression ratio (C.R.) arises only when one is concerned with the estimation of the maximum theoretical absolute pressure possible from his engine.

This may be derived by the relation $(A \times C.R.) + A$ where $A =$ atmospheric pressure in pounds per square inch on the site of, and at the instant of, the test (i.e., suitably corrected for altitude, temperature and so on). For practical purposes A may be derived from the barometer reading in inches at the time of the test, using the relation: $B \times 14.7$ lb per sq in where $B =$ barometer reading in inches.

Example: assuming barometer reading to be 31 in

$$\frac{31}{30} \times 14.7 \text{ lb per sq in} = 15.19 \text{ lb per sq in.}$$

CORRESPONDENCE . . . . . continued

At 5:1 compression ratio:

$(15.19 \times 5) = 75.95$ lb per sq in gauge pressure.

$(15.19 \times 5) + 15.19 = 91.14$ lb per sq in absolute pressure.

From this it will be seen to be fairly simple to derive the appropriate criteria for any engine of any compression ratio.

Whilst the figures obtained by such a test are of interest, they merely indicate a general condition, contributed to by valves, piston rings, gaskets and other factors, without discrimination. To be of real value the complementary vacuum tests should be applied, and if your correspondent should care to write to me I would be glad to loan him a copy of a procedure for a full engine analysis. P. MONKMAN.

Altrincham, Cheshire.

The Relationship with Gauge Pressures

[65901.]—Your correspondent Mr. R. A. Lowe [65879] asks for details of the maximum pressures obtainable in cylinder compression tests. I would expect the theoretical pressure to be $(C-1) \times p$, where the compression ratio is C:1 and the atmospheric pressure is p. At the standard atmospheric pressure of 29.9in (or 14.7 lb per sq in) this gives the following answers:—

Compression ratio (c)	5	6	7	8	9	10
Gauge pressure (lb per sq in)	59	74	88	103	118	132

It is unlikely that these gauges read absolute pressure (other correspondents may know this); for a gauge reading absolute pressure, the figures given would all have to be increased by 15 lb per sq in.

One suspects from Mr. Lowe's figures that his engine has, in fact, a compression ratio of 6:1; such an increase over the maker's specification may have resulted from an engine overhaul or the fitting of non-standard parts. W. WILSON.

Birmingham, 29.

Special Driving Test

There Are Difficulties

[65902.]—I have followed with interest the correspondence relating to the necessity of a special driving test for the owners of fast cars.

This seems quite a reasonable idea, but what of those who require, and own, cars of the Jaguar Mark VII type—and yet, preferring m.p.g. to m.p.h., perhaps never exceed 80 m.p.h.? Or what of those who prefer to drive at 80 m.p.h. in a 100 m.p.h. car rather than to drive an 80 m.p.h. car flat out, at its maximum?

Also, how can one ever learn to drive fast (so as to take the proposed special driving test) if there is a law preventing one from doing so?

Anyway, if traffic conditions get worse nobody will be able to drive faster than 30 m.p.h. M. S. SMITH (aged 14).

Great Yarmouth, Norfolk.

Abandoned

The M.G.'s True Story

[65903.]—With reference to letter [65755] which appeared on page 93 of *The Autocar* of July 16, your reader has apparently misquoted the registration number of the M.G. car.

The registration number of this car, which is often parked on the parking ground at Conway, is GRA 809. It is licensed locally, and is in daily use by the owner. W. J. WILLIAMS,
Chief Constable,
Caernarvon. Gwynedd Constabulary.

Impressions

An American Driver in Britain

[65904.]—You might be interested in a few reactions of a U.S. reader to motoring in Britain.

Some motorists have little "lane" sense, but straggle across their side of the road, tempting one to pass them on the inside. At traffic lights they pull up in the middle of their side of the street. A great deal of traffic congestion would be eliminated if drivers would follow lanes, real or imaginary, and learn to turn left from the left lane, and so on. Perhaps a first step would be for the Government to paint lane lines on all the wider streets and highways.

There is a tendency to regard the flicking of a traffic indicator arrow as a substitute for looking over the shoulder. I have had cars pull out to overtake when I was overtaking them, and almost abreast. Also, evidenced by arm wagging, they sometimes seem to feel that it is up to them to decide whether the car behind has the power, speed and space to overtake them.

Zebra crossings are often ignored. When I have stopped, other cars have dashed through, almost hitting the people who were encouraged to start across because I stopped. Police enforcement is the only answer and it has been effective in California (as distinct from New York).

The charges by British Railways to take a car across the Channel—from £6 to £10 approximately—are extremely high. A similar crossing of Juan da Fuca Straits in the Pacific North West has cost from £2 to £3 for many years and drive-on facilities have been available since the 'twenties. If a private airline can compete with British Railways' steamers the latter's price is surely exorbitant?

British drivers may lack the dash of the French or Italian, but they are the politest in the world. STEPHEN ENKE, Ph.D.

Pacific Palisades, California.

Automatic Transmission

A Screen for the Incapable?

[65905.]—Having heard much of the controversy concerning automatic transmission versus manual change, I was amazed to hear that the difficulty of operating a clutch was put forward as a reason in favour of automatic transmission.

If, on the roads of England, we are going to have people driving around who are not mentally, physically or morally capable of operating a clutch with one foot, then Heaven help us! G. H. NUTHALL, Lt., R.N.

Malta, G.C.

Windscreens

What About Perspex?

[65906.]—Referring to the article "Danger: Broken Glass" (*The Autocar*, August 27), it seems to me that the logical conclusion is to develop windscreens of Perspex. It is universally used in aircraft and even for eyeglasses. It must, therefore, be possible to produce Perspex windscreens with complete clarity of vision.

It may be that Perspex, as at present manufactured, is not hard enough to avoid scratching and other marks which would, in due course, obstruct one's vision. Perhaps some expert in plastics would give us the benefit of his advice. M. HAY.

Jersey, Channel Islands.

Decadence

How Indeed?

[65907.]—How I sympathize with those of your readers who have been plagued with bench-type seats and flashing indicators—and all this heretical chromium. Gone, alas, are the good old gear levers, rooted in the floorboards amid a compost of oily rubber. Darkened for ever are the brass lamps with smelly wicks, and crash gear boxes are laid to silent rest.

Only last week I saw a chap driving up a hill *with no sprag behind his wheels*; if this decadence continues we shall see cars without compression taps, and how then shall we find t.d.c.?

London, S.E.20. R. J. COOK.

Indignation

All Essex Corners are Not Blind

[65908.]—I hasten to put Mr. F. N. Hillier's [65883] mind at rest, but in doing so I fear I shall take some of the righteousness out of his indignation. It is possible in our rather flatter countryside of Essex to find corners you can see round for some considerable distance.

One must remember that the car was on test, and only for that purpose was it cornered at the speed mentioned. I most certainly endorse Mr. Hillier's remarks that blind corners should be taken with care, but I thought it unnecessary to explain this in my article. DONALD R. MACGREGOR.

Braintree, Essex

Inside Information

Tailor the Car to Suit Extremes

[65909.]—Your editorial "Inside Information" (*The Autocar*, August 27), in which reference is made to some makes of cars being the almost invariable choice of less skilful drivers, prompts one to wonder to what extent this lack of skill may be forced upon a driver by the car itself.

Many of the smaller, cheaper cars, and, indeed, some more

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Great Britain's leading car-makers approve

Duckham's

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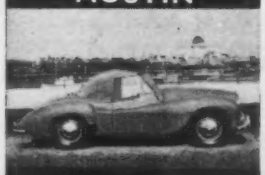
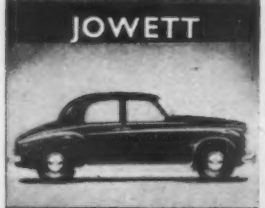

JOWETT

M.G.

FORD

RILEY


ROVER

STANDARD

TRIUMPH

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Manufacturers of fine quality motoring and industrial lubricants

CORRESPONDENCE . . . . . continued

expensive vehicles, do not and cannot be made to fit all drivers. With the campaign to make roads fit the traffic should surely be coupled another for cars to fit drivers?

Income is not related to stature and the six-footer may, therefore, have to squeeze into a car which he can never master because it fits only his pocket.

All manufacturers should select from their staffs a six-footer with size eleven shoes, and his smaller brother, then make their products fit both. It is not necessarily difficult to achieve the degree of driver-comfort without which good driving is practically impossible. My own car was transformed simply by moving the throttle pedal two or three inches forward.

Weybridge, Surrey. A. S. LOBB.

"Finishing Touches"

A Case in Point

[65910.]—I was very interested in your leader in *The Autocar* of September 3 concerning the cheapness of fittings and finish incorporated in high-priced British cars.

For several years I have been an enthusiastic owner of a make costing almost £3,000 but, in many respects, I have been very disappointed with the latest model which I acquired a few months ago. The usual polished wood fillets in the interior have been replaced with metal strips attached in such a way that each screw has made a slight depression in the metal, thus giving a wavy effect; the quarter light openers, formerly of solid brass highly plated, are now roughly finished pressings, and the lamps appear to be exactly the same quality as those fitted to the cheapest quantity produced cars. In previous models, the tools rested in a moulded bed inside an aluminium case, but the current outfit consists of the cheapest possible tool roll. Further, the good brass-type pump previously supplied has now been eliminated from the equipment.

The car has a wonderful performance, but I have had a great deal of trouble with accessories; in under 5,000 miles the following items have had to be replaced: Rear spring dampers (twin), radiator, oil and water temperature gauges, tachometer and the carburettors.

I think I have said enough to support your contention that cars in the hand-made class are not now of the standard one expects for the price paid. W. C. H.

Colne, Lancashire.

Misapprehension

An Explanation of a Recent Statement

[65911.]—The belief that 800 child cyclists a year are killed on the roads is erroneously conveyed by reports of what Mr. Hugh Molson, Joint Parliamentary Secretary to the Ministry of Transport, said at Nottingham the other day.

This figure is actually the *total* number of boys and girls killed on the roads; Mr. Molson was careful to point out that, of the 800, only 126 were child cyclists, of whom he says there are now 1,000,000, thus giving a death rate much lower than for any other group using vehicles on the road. Were it half as low it would, of course, still justify all that is being done to reduce it to vanishing point, to which end the cycling tests already taken by 65,000 boys and girls are a notable contribution.

A little army of members of the Cyclists' Touring Club and the National Cyclists' Union are ready to see through for nothing an extension of these tests if local road safety committees will do the job of organizing them.

London, W.C.2. ROBERT WILLIAMSON,
Honorary Secretary,
The National Committee on Cycling.

Black Prince

A Case of Mistaken Identity

[65912.]—May I be allowed to correct you in your description of the skyline shown in the photograph at the head of the Correspondence pages in the issue of August 27?

The skyline does, in fact, show part of Consett iron works and Fell coke works and not the Black Prince colliery at Tow Law, which is some ten miles to the south of the point where the photographer was standing.

The foreground is in Northumberland whilst the background is in Durham. The boundary between the two counties at this point is the River Derwent, flowing in a very deep valley, reached at the foot of the incline in the foreground of your photograph.

The road shown is A68, frequently described by your readers as a pleasant by-pass to the industrial north-east when travelling to or from Scotland. When travelling north, one leaves the Great North Road at a point north of Scotch Corner and south of Darlington, proceeding via Piercebridge, West Auckland, Tow Law, Castleside, Corbridge and Otterburn, to Carter Bar. GEORGE J. BYERS.

Choppington, Northumberland.

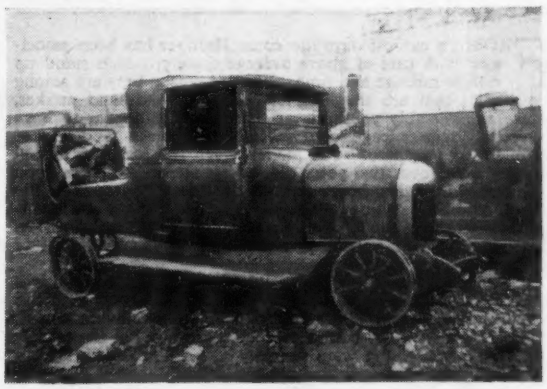
"Grown Old Gracefully"

The History of a Morris

[65913.]—I was delighted to see a photograph of my car in *The Autocar*—the bull-nosed Morris on page 263 of the August 20 issue. From the enclosed photograph you will see that it has not always been "subjected to loving treatment," for this is how I found it on the scrap heap!

The only history available is that which the A.A. managed to obtain for me. It was owned by some travelling showmen of no fixed address, who sold it to a scrap dealer without registration book or licence plates. I bought it from him for £15. It was then fitted with a four-seater body which had been cut off at the back—probably to carry lions in cages! About that time the spray gun must have been invented, as every part had been sprayed red; upholstery, tyres, steering wheel, speedometer, the lot. Anyway, preservation was complete and after one year's hard work the chassis and engine were reassembled and in working order. L. JARMAN.

Rugby, Warwickshire.



The bull-nosed Morris referred to in the letter above.

Significant ?

Do Records Mean Anything

[65914.]—What special significance lies in the fact that an M.G. can attain 120 m.p.h. and an Austin-Healey 190 m.p.h., whilst in the recent Alpine Rally speed test these same two makes failed to achieve their target speeds of 75 m.p.h. and 94 m.p.h.?

London, N.16. B. HEAD.

Deception

The High-reading Mileage Recorder

[65915.]—A popular make of car, recently tested by your drivers, had a speedometer reported as indicating "high" throughout its range; e.g., indicating 84.5 m.p.h. at an actual 76 m.p.h.

The same report referred to petrol consumption; but if the mileage indicator of the car is as untruthful as the speed indicator and petrol consumption calculated thereon, the purchaser is to be perpetually misled by petrol charges approximately 10 per cent greater than fact.

This is deception, surely? To fit an optimistic speedometer may be good fun, but to fit an exaggerating mileage indicator is certainly not so. I wonder if any reader has returned such a speedometer as faulty, under the guarantee? There is full justification for so doing. H. K. FREEMAN.

Gateshead-on-Tyne, Co. Durham.

[In calculating the fuel consumption figures published in *The Autocar* Road Tests, speedometer inaccuracy is, of course, taken into account. Mileage error of the odometer is not necessarily in step with m.p.h. error.—ED.]

USED CARS ON THE ROAD

No. 79: 1952 Humber Hawk Saloon

Price New	Acceleration	Fuel	Speedometer
£725 plus £404 5s 7d purchase tax	from rest through gears (See text)	consumption 22 m.p.g.	reading 21,183
Price Secondhand £680	20-40 m.p.h. (top gear) 10.5 sec 30-50 m.p.h. (top gear) 12.4 sec	**Oil** consumption negligible	**Car First Registered** June, 1952

FROM its earliest days the name Humber has been associated with cars of above average quality, which stand up well to mileage and time. For this reason they are among the models that are sought after on the second-hand market, where a reasonably youthful car that does not appear to have covered a great mileage may, nevertheless, give a good deal of trouble after purchase. The model which has just been tested was not much over two years old, and it seemed to be in good condition. Its price, however, was considerably less than the cost of a similar car new. It was provided for test by Glanfield Lawrence (London), Ltd., 407, High Road, Finchley, London, N.12, who claimed to be familiar with the car's history since its original purchase.

The black cellulose was virtually unmarked, as the car was provided fresh from the vendors' paintshops, where scratches had been made good. The chromium plating was also sound. The brown upholstery was in average condition, but the carpets and plastic roof lining were virtually new. The Hawk is very much a family car, and the gearing is such that it is rarely necessary to change down from top gear. On the car tested, the adjustment of the steering column gear selection mechanism was at fault and bottom gear could not be engaged. For this reason it was not possible to obtain standing start acceleration figures which would do justice to the car. The fault had not been noticed by the vendors, as second gear is usually engaged when moving off in normal circumstances and there was no indication of any serious fault within the gear box.

The engine was smooth and, with the help of the automatic choke mechanism when necessary, it always started at a touch. Acceleration was brisk, and even when the car was driven hard there were no fumes or signs of mechanical fault. The steering did not have excessive lost motion at the wheel, and it was light although low geared.

There was no noticeable wear in the transmission. The suspension provided a comfortable ride, adequately controlled by the spring dampers, making it possible for the driver to remain fresh over a usefully large mileage. The brakes were said to have been recently relined. They were powerful but, presumably because of the "bedding-in" process of the new linings, they needed some adjustment. The rear tyres were worn, although there was some tread remaining, while the spare and the front tyres were good. The rear tyres were not yet in need of replacement.

All the tools provided by the makers as standard were still in the car, and a heater and demister—available initially as an optional extra—were fitted. Instruments included water temperature and fuel gauges and a speedometer with trip and total mileage recorders. A light was fitted to give warning of low oil pressure.

The condition of the car as a whole was good, and in appearance and performance it gave the impression that it had been well looked after by its previous owner. There was every indication that it was capable of a great deal of reliable service in the future.

No. 80: 1937 British Salmson Sports Two-seater

Price New	Acceleration	Fuel	Speedometer
£695	from rest through gears	consumption 17-19 m.p.g.	reading 36,850
Price Secondhand £395	To 30 m.p.h. ... ... 6.0 sec To 50 m.p.h. ... ... 14.0 sec To 60 m.p.h. ... ... 19.5 sec 20-40 m.p.h. (top gear) 7.9 sec 30-50 m.p.h. (top gear) 8.9 sec	**Oil** consumption 1,500 m.p.g. approximately	**Car First Registered** May, 1937

IT was with real regret that enthusiasts noted the disappearance from car manufacturing of British Salmson just before the last war, for this original French *marque* had earned a place in the list of high quality, high performance cars. The car tested was of special interest inasmuch as it was believed to have covered only a nominal mileage before the war and to have been dismantled and stored throughout hostilities. Certainly it appeared to be in unusually good mechanical condition for its age.

This car was a 2.6-litre model, and it was provided for test by the Pages Lane Service Station, Colney Hatch Lane, Muswell Hill, London, N.10. The light green paintwork was good, although there were some rusty spots, particularly on one wing and below the fuel tank. The chromium was in good condition. The green interior had been refurbished and the seat cushions had been set up. The hood provided good visibility to the sides and the rear.

This Salmson was delightful to drive. The six-cylinder twin overhead camshaft engine always started instantly and was very responsive to the throttle. The shaft drive to the camshafts was a little noisy, but during extensive driving there did not appear to be any indication of more serious wear. The engine

revved freely and at 4,000 r.p.m. it seemed to be perfectly happy. This engine speed was used frequently when traffic conditions permitted, the speedometer indicating 80 m.p.h. The speedometer itself was optimistic, but there was no doubt that the car would cruise at over a genuine 70 m.p.h. with power in hand.

Backing up the performance was an unusually good suspension for a car of this age, independent at the front—provided by a transverse leaf spring—giving a stable ride that was not uncomfortably bumpy. The steering left nothing to be desired. There was no measurable lost motion at the wheel, the slightest movement of which provided an instant response. The gear box had to be used freely to get the most out of the car. It had synchromesh on third and top gears, and a fast change could be made from third to second by the double-declutching process. The stubby, remote-control lever was ideally placed and the mechanism so smooth that an enthusiastic driver was tempted to change gear needlessly.

So often with pre-war cars it is found that the brakes are not up to modern standards and the driver must be specially on his guard. The Salmson had good hydraulically operated brakes, however, and the full performance of the car could be used with confidence. As would be expected on such a car, there was a useful array of instruments, which had been augmented by the previous owner. There was an induction manifold gauge, a Tapley meter and a state of charge indicator for the battery. There was also a visual feed upper cylinder lubricator.

Having in mind age, few cars tested in this series have accounted for themselves better. This car seemed basically sound, and the good performance, stable suspension, accurate steering and well behaved engine made it pleasant to drive in all conditions.

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WAKEFIELD Castrol MOTOR OIL

THE MASTERPIECE IN OILS

IN THE EPIC TRADITION

THE FOURTH TOUR DE FRANCE PROVES MORE AND MORE DEVASTATING

CERTAIN sporting events have an appeal that is felt far beyond the few whose enthusiasm runs to m.p.h. and b.h.p. alone; they are of an epic character, recalling the senseless but magnificent journeys of Scott to the Antarctic and Hillary and Tensing to the summit of Everest. Who wants a world that is entirely sensible? Not your reporter, devoting some part of his summer holiday to following the fourth Tour de France Automobile, organized by the Automobile Club of Nice and the French sporting journal *L'Equipe*. But there is method in his madness. Indolent by nature, he would not otherwise follow the devious routes round France that the Tour imposes, nor would he permit the clock to govern the number of kilometres in the hour which his vehicle covers. Why should he, when the hot Midi sun is beating on the shoulders, and the glass of Byrrh awaits his sampling at the street corner?

Picard and Barraquet change plugs on their 3-litre Ferrari at the foot of the Col de Peyresourde. This car dropped out at Le Mans on the next day.

Nearly 4,000 Miles

The Tour de France is dynamite. It covers 6,041 kilometres in a week (Nice to Nice), and it does it in three stages. Who is game for a week of 3,775 miles? With nine special tests thrown in? In fact, this year 124 competitors were, and their cars left the sun-warmed Promenade des Anglais in the evening of Friday, September 3, heading west for the Pyrenees.

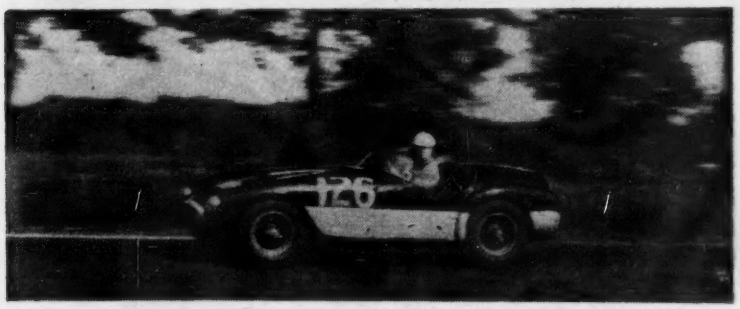
Such cars! There are, admittedly, reasonably standard Renaults, Dyna Panhards, Simcas and suchlike; there were Aston Martins and Jaguars and a Triumph TR2. But there were also a number of wickedly beautiful devices, mostly painted that delightfully innocent French sky-blue, that were just recognizably Gordini, Panhard DB, Renault VP, Simca, Osca, Ferrari and Moretti. Names to conjure with, *concurrents* to envy (until one saw them, bearded, red-eyed and weary, at the end of a stage), and performances to study with the aid of the slide rule. Where were the British? Absent, alas, except for the American entry of Mr. and Mrs. Cramer, listed under GB with an Austin-Healey; and that entry ended in a terrible tragedy.

The Tour de France does not keep to the main roads. Consequently your correspondent found himself climbing from Nice to Grasse, then using N562 and 561 to reach the ancient city of Nîmes; these roads wind, rarely straight, through that desolation of scrub which sucks a precarious livelihood out of the volcanic rock of ages forming the hinterland to the Mediterranean littoral. For a brief spell of D road (France's low-category side road) there are hairpin bends, and where there is an abrupt edge it is unguarded, so that the competitors, speeding along here on the night stretch, will have to keep awake unless they want to bed down in a ravine.

From Nîmes to Arles there is the relief of straight road, through scenery that is typical of the Camargue and is intimidating rather than heartening. Having created this flat emptiness, you feel that the Almighty sent the brilliant hot sun to mitigate the vast spaciousness of sky and flatland. Yet it does not help, and Montpellier and Beziers, with their plane trees and rush of end-season holiday traffic, are a relief to the lonely soul.

After that it was on to Narbonne, though not to Carcassonne, that oasis of walled loveliness that should exercise a Neapolitan compulsion on the tourist. For from Narbonne the route lay north-west "to the junction of N613." Study N613 on the Michelin map: you may learn something of its wild and winding character as it traverses the *département* Aude and climbs up to the Pyrenean plateau. It is an ageless, age-old landscape, through which this road runs in an endless series of corners. Your car is a fly, exploring every wrinkle of the brown and aged face of a sleeping matriarch. When another car meets you you are vaguely relieved, while impatient with yourself for feeling lonely; but this time-worn landscape has the power to impress upon the traveller his ephemeral character; it was in the Aude that the Cramers plunged to disaster . . . .

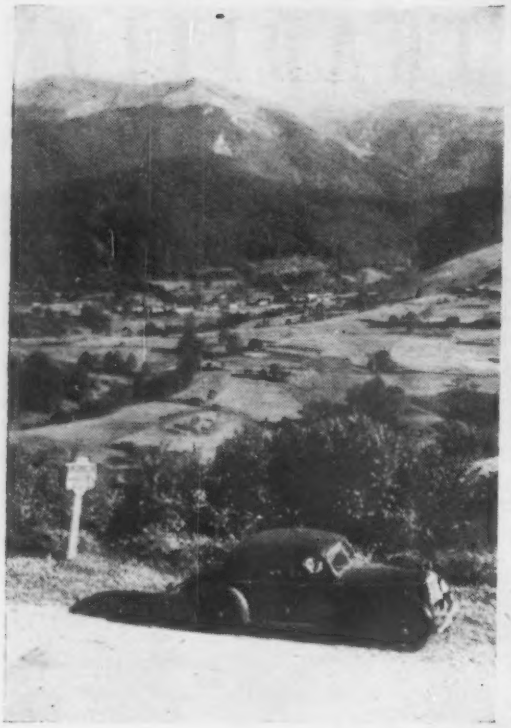
By daylight on the morning of Saturday, September 4, the cars were passing through Quillan and Tarascon, over the Col de Port (above the tree line), then down to St. Girons and over the Col de Portet Aspet. "*Difficile ou dangereux,*" says Michelin, and certainly on the Portet d'Aspet there is no room for error. The Pyrenean cols differ from the Alpine variety in an inexplicable way; the altitude figures may be less impressive, but the grandeur is more so. Once the car is snuffling up, on far less than full power, where the *lacets* climb through bracken and bare rock, you begin to wonder if the four hawks up in the blue might be vultures? But the comforting tourist luxury of Bagnères de Luchon dispels



Herzet and Bianchi's Ferrari 1,995, which led its class in the Le Mans test after the Da Silva Ramos Aston Martin had dropped out, at speed nearing Arnage.

IN THE EPIC TRADITION

continued



Pyrenean scenery from the Col des Ares, up which competitors climbed on the morning of Saturday, September 4.

the illusion and from here competitors climbed up to the first of the special tests —a timed climb of the Col de Peyresourde.

Fastest runs here were made by an Alfa Romeo (Deroux and Gouteyron) in Class A, an Aston Martin (H. and J. Da Silva Ramos) in Class B, and a 2½-litre Gordini (Pollet and Gauthier) in Class C. The groups were special series touring, series sport, and sports cars, and the climb was over 4.5 kilometres (2.8 miles).

The section began under trees but rapidly climbed above the tree-line. Under the branches the hot smell from engines hung heavily; Colucci and Salganik's Renault streaked up from Luchon to add to it. Audemard and Wensinger's Peugeot 203 developed it in the transmission, for the clutch was obviously giving up. Trouble was, in fact, rife in the early stages, and cars were already showing signs of damage. One would say that this event is tougher on a machine than any other; drivers must stress everything to the limit if they hope to achieve anything in the results, and the way the cars are handled borders on the fantastic. It is as if Le Mans were run all round France; in fact, 100 miles of Le Mans itself formed the second special test. By this time 88 cars remained of the 124 which left Nice the night before.

Of those 88, many bore collision scars; Jauson and Bourga's Alfa, Arnold and Oestreicher's Lancia, Mercader and Laine's Porsche, Peron and Bertramnier's Osca, Coulibeuf and Aumaitre's Ferrari and Vernet and Dumazet's VP Renault. Tough? When the sports cars came round in their heat, screaming into the Arnage series of bends, one would have thought that Les Vingt-quatre Heures du Mans was the event being run on the hot Sunday afternoon. Guelfi and Quinlin's Gordini was in the lead, Guelfi driving; it was the blue 24S 3-litre model. Close behind was the 2½-litre Gordini of Pollet and Gauthier, with Pollet at the wheel. Picard and Barraquet's Ferrari was in third place, but for only one lap, and the car did not finish the trial. Neither had the Da Silva Ramos Aston Martin, in spite of a sparkling performance early on in its class. The crowd warmed to the Gordini duel, and when the 2½-litre passed the 3-litre at the last moment there was breathless excitement. The polished driving of the two Gordinis made it difficult to believe that their pilots had been on the road for two nights; yet those who were awake in the old ramparted city of Angoulême could bear witness to the echoing snarl as competitor after competitor shot through the town in the early hours of Sunday.

The end of the first stage was at Brest, by which time the cars had covered about 1,500 miles. It can be vouched that few of those miles had been over the "long, straight roads of France." On the roads chosen, drivers knew no restfulness, for the curves were continuous and the work at the steering wheel was a major effort.

On departure from Brest (stage two) there was an acceleration and braking test over 300 metres, and after this the 3-litre Gordini led in the general classification, with the 2½-litre second. Group leaders were Alfa Romeo TI (Martignoni and Rabezzana) touring, Ferrari 1,995 (Herzet and Bianchi) series sports, and Osca 1,490 (Peron and Bertramnier) sports.

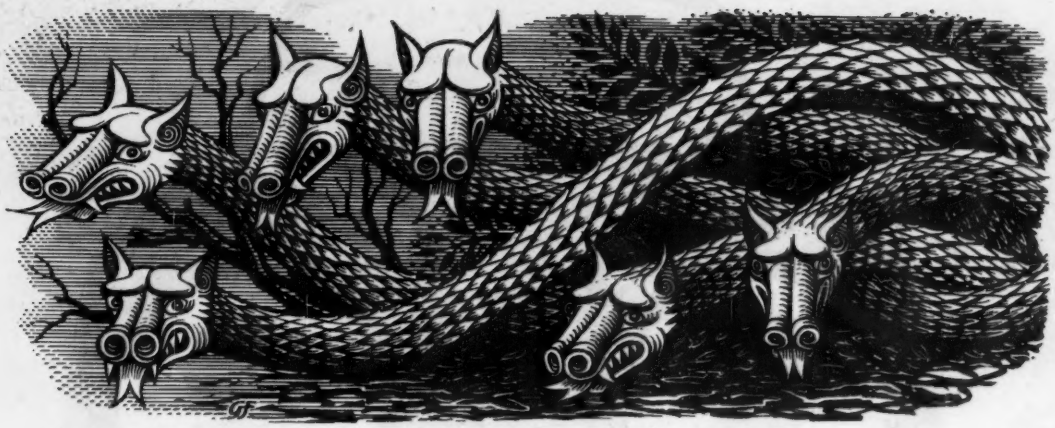
Galtier's Renault was dying on him as he neared Arnage Corner at Le Mans. After leaping out and pushing the car, he jumped in and coasted it safely off the road at the bend.

And this, one must remember, was merely the beginning of stage two of this tremendous ordeal. It would be a week before the cars arrived back at Nice, and even when they did so they would have to face that gruelling 100-kilometre race round the Promenade des Anglais circuit. But before that there were five more tests: acceleration at Roubaix, speed on the Rheims G.P. circuit, a hill-climb at Nancy, an acceleration test on departure from there on stage three and an arrival hill-climb up the La Turbie road from Nice.

These were special tests. The route itself continued to be one long series of tests, and the final night in the Alps, traversing all the well-known cols, must rank as a motoring ordeal that only the toughest cars and drivers can survive. In the end, 54 cars arrived at Nice, and the Tour was won by the 2½-litre Gordini (J. Pollet and M. Gauthier). Class leaders were: Alfa Romeo TI 1,884 (Martignoni and Rabezzana) touring, Maserati 1,984 (J. Estager and J. Proto) series sports, and Porsche 555 1,498 (C. Storez and H. Linge) sports.

Something of those final stages will be included in next week's issue.

Three Peugeots check in at the control on the Col de Peyresourde : de Cortanze and Contet (63), Pottier and Schroeder (57) and the Davids (59).



Sparking plugs between Scylla and Charybdis

LIKE ULYSSES, STEERING PERILOUSLY BETWEEN SCYLLA the six-headed monster and Charybdis the ship-swallowing whirlpool, a sparking plug must find a nicely calculated middle way between the opposite dangers of overheating and fouling.

The safe path between these dangers is a narrow one, and it is specially narrow if your engine is using more oil than it used to. That is because your original plugs, though they ran hot enough to resist the comparatively small amount of fouling when your engine was new, may not run hot enough to resist the increased fouling they will get in an engine that is burning oil. Charybdis has moved closer to Scylla—to steer between the whirlpool of fouling and the monster of overheating has become an even more difficult task. You must fit plugs that run hotter, if you are to avoid the poor running, the waste of petrol, and the need for frequent cleaning, that fouling will cause. But if they run *too* hot the monster of overheating will spoil your motoring and waste your petrol with pre-ignition—and may plague you in even more serious ways. So you need plugs that will run—in *your* engine—at something very close to the ideal temperature. You need plugs with a heat value that suits your engine *exactly*. The most likely place to find them is in the exceptionally complete K.L.G. range. Of all the makes of plugs commonly stocked by British garages, K.L.G. offer you the most complete range of different heat values, with the smallest steps in heat value between one plug and the next.

If you write to Dept. K/A 19A Smiths Motor Accessories Limited, Cricklewood Works, London, N.W.2, we shall be glad to send you a booklet for your guidance, with tables comparing the heat values of K.L.G. plugs and plugs of other makes. But why not have a talk with your garageman about all this, next time you change your sparking plugs? He can advise you on such questions and, whatever your particular plug needs may be, he can provide you with a K.L.G. type that will suit your engine exactly.

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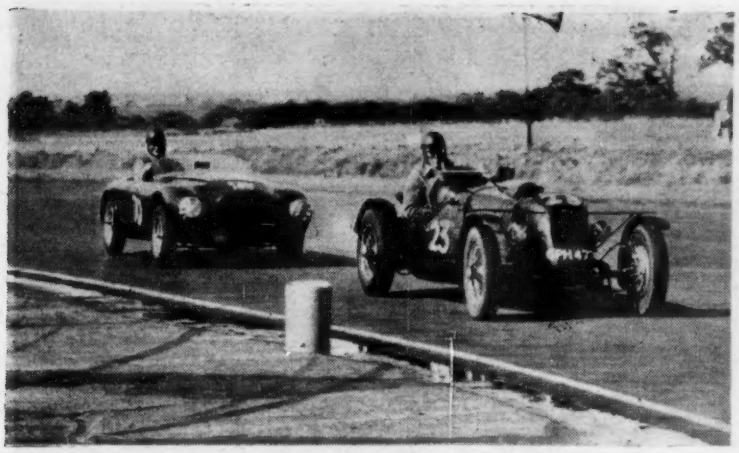


W. Marriott's Buckler Mark V, which has a pretty envelope body, in pursuit of J. R. Carnt's H.R.G.

RESULTS

5-Lap Sports Handicaps.

Vintage (5 laps): 1, Bugatti 1,496 (J. H. Pratt), 59.72 m.p.h.; 2, Bentley 4,576 (G. McDonald); 3, Bentley 4,398 (G. H. G. Burton). **Sports, up to 1,500 c.c.:** 1, Austin 747 (J. W. Whitehouse), 57.31 m.p.h.; 2, Buckler V 1,172 (W. Marriot); 3, Cooper-M.G. 1,467 (J. P. Hacking). **1,501 c.c. and over:** 1, Invicta 4,467 (Lord Ebury), 60.15 m.p.h.; 2, Empire Special s (A. Nurse); 3, Triumph 1,991 (W. Bleakley). **Bentleys:** 1, 4,398 (R. H. B. Mason), 62.42 m.p.h.; 2, 4,398 (G. H. G. Burton); 3, 4,576 (G. McDonald).

Formula 3 (12 laps): 1, Cooper Mk VIII (I. Bueb), 71.31 m.p.h.; 2, Cooper Mk VIII (D. Truman); 3, Smith (K. W. Smith). **Up to 1,250 c.c.** (5 laps): 1, Empire Special (A. Nurse), 63.50 m.p.h.; 2, M.G. 950 (D. Moore); 3, Riley 1,089 (L. Gibbs). **1,251-1,500 c.c.:** 1, Lister-M.G. 1,497 (W. A. Scott-Brown), 71.78 m.p.h.; 2, Cooper-M.G. 1,467 (J. P. Hacking); 3, J.A.G.-M.G. 1,467 (J. T. Hodges). **1,501-2,000 c.c.:** 1, Cooper-Bristol 1,971 (T. A. D. Crook), 70.13 m.p.h.; 2, Triumph 1,991 (Miss P. White); 3, Aston Martin DB1 1,970 (J. Bekaert). **Over 2,001 c.c.:** 1, Cooper-Bristol 1,971 (T. A. D. Crook), 75.23 m.p.h.; 2, Jaguar C 3,442 (D. C. Truman); 3, Jaguar C 3,442 (B. Baxter). **Jaguar trophy and formule libre:** 1, Jaguar C 3,442 (B. Baxter), 72.09 m.p.h.; 2, Cooper-Bristol 1,971 (T. A. D. Crook); 3, Jaguar C 3,442 (D. C. Truman). **750 Formula:** Austin 747 (J. W. Whitehouse), 60.92 m.p.h.; 2, Austin 747 (D. A. T. Rees); 3, Austin 747 (F. T. M. Nott). **1,172 c.c. Formula:** 1, Buckler V 1,172 (W. Marriott), 64.1 m.p.h.; 2, Lotus Mk VI 1,172 (F. V. Lambert); 3, Lotus Mk VI 1,098 (E. Lewis). **Motor Sport trophy:** 1, Healey Silverstone 2,443 (J. Venn), 64.24 m.p.h.; 2, Austin 750 (A. Taylor); 3, Austin 747 (M. J. Harris).

MIXED SCRAPS AT SILVERSTONE

PRACTICALLY every kind and age of four-wheeler capable of going reasonably quickly turned out for the Peterborough M.C. event on September 11, held at Silverstone in conjunction with the Northampton and District C.C. The handicapper was heroic in some of the mixed events, but an occasional light shower upset calculations by imposing extra handicap on the faster cars. Though he could not bring them over the line in a bunch, the usual interesting scraps of like and like and personal rivalries broke out—races within races. Thin entries were merged; the 750 and 1172 formula events were run together and were capital racing. The Jaguar trophy was merged with an impromptu *formule libre*, and the slower Type Cs were attacked by a bee swarm of little 'uns. Bueb, perfectly suited by the Mark VIII Cooper—he had a runaway victory in the 500 event after Headland's retirement—was soon slipstreaming in the wake of a Jaguar. On one occasion he had cause to admire Type C brakes! He finished among the Jaguars.

Field Day

Tony Crook's Cooper-Bristol was in this event, but not running well. He was a star of the meeting, usually too good for the Type Cs and his other rivals, and put up some very fast laps, glancing all round to see what was going on and never too ruthless in passing for a club day.

The Vintage event resulted in a Bugatti victory, with the aid of a small handicap. The Bentley event was fun.

Lord Ebury's 4½-litre Invicta saved its time to win in the 1,501 c.c. and over handicap, in which most of the big field comprised 2-3-litre cars. The Empire Special, in which A. Nurse has planted his blown 750 M.G. engine, was remarkably fast and crisp in this event, and later had a vast lead in the up to 1,250 c.c. sports class. J. W. Whitehouse dominated the 750s.

There was little serious trouble during the day, the flag marshals, when anyone spun out, being very much on the job, but in the 1,501-2,000 c.c. event, W. A. Scott-Brown, very fast with the Lister-Bristol, overturned on the top end of the circuit. Little the worse, he was running with his Lister-M.G. in the next race.

With nearly a hundred cars at the meeting, the paddock presented a lively spectacle—it should be televised to the stands. Here was G. H. Fisher showing his friends the little crystal fountains arising from No. 1 cylinder of the old blown Amilcar; there, J. P. Hacking see-sawing a Cooper-M.G. under power to t.d.c. of a two-wheeled trailer.

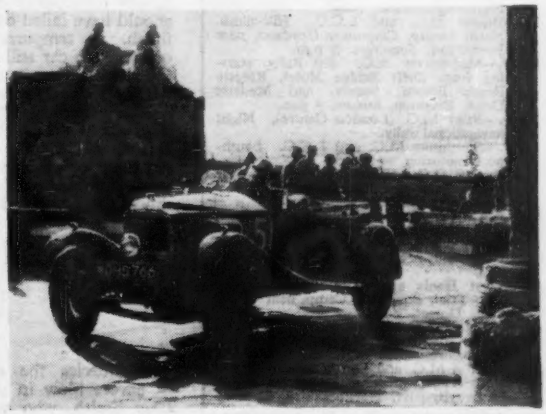
SPORT AT BO'NESS

INTERMITTENT showers made the surface of Kinneil Hill very chancy for the drivers at last Saturday's Bo'ness speed hill climb, organized by the Scottish Sporting Car Club, so that no records were broken, although the sport never lacked interest. In his second season with the Tojeiro, Peter Hughes is demonstrating a remarkable ability for hill climbing and this 1,184 c.c. sports car went rocketing up to clock the day's best time. N. Sanderson in his Staride was three seconds better than his nearest opponent in the class for the half-litre racing cars.

A. McGlashan drove J. Verrecchia's 996 c.c. Cooper very well, and Mrs. D. Fielding handled her husband's beautifully prepared 1,496 s Alta in great style to win the award for the best time by a woman driver.

In the recurring duel between P. Melville's 30-98 Vauxhall and G. Lockhart's very fine 4½-litre Bentley Lockhart, the class record holder, overdid things a little and the car skidded against the banking. Although Lockhart corrected fairly rapidly it was Pat Melville's round.

Polished driving by N. Lithgow and I. Jeffrey, in their H.R.G.s, was a feature of the production car class from 1,101 to 1,500 c.c., Jimmy Gibbon again won the class for sports cars of 2,001 to 3,000 c.c. in his speedy Rover Special.



P. Melville's 30-98 Vauxhall thunders through the Courtyard to score fastest time in the Vintage class.

RESULTS

Supercharged Sports Cars: Up to 750 c.c.: 1, M.G. (H. Wilson), 47.20s. **Up to 1,100 c.c.:** 1, Burdmonk (N. Kennedy), 42.91s; 2, Bongazoo (A. H. B. Craig), 43.58s; 3, Riley (J. C. E. Allan), 45.50s.

Unsupercharged Sports Cars: Up to 1,100 c.c.: 1, Riley (I. H. Napier), 51.39s; 2, Austin (T. A. Knight), 51.83s. **Up to 1,500 c.c.:** 1, Tojeiro (P. S. Hughes), 38.51s; 2, Lotus (J. L. Fraser), 42.87s; 3, H.R.G. (N. T. Lithgow), 44.13s. **Up to 2,000 c.c.:** 1, H.W.M. (N.T. Lithgow), 43.41s; 2, Riley (H. C. Ballantine), 43.61s; 3, H.R.G. (W. Shepherd), 46.69s. **Up to 3,000 c.c.:** 1, Rover Spl (J. P. Gibbon), 43.19s; 2, Austin-Healey (R. E. Evans), 45.41s; 3, Austin-Healey (R. Baxter), 46.89s. **Over 3,000 c.c.:** 1, Jaguar (M. Salmon), 42.29s; 2, Jaguar (F. S. Mort), 42.99s; 3, Jaguar (R. L. Fraser), 45.53s.

Production Cars: Up to 1,500 c.c.: 1, H.R.G. (N. T. Lithgow), 43.41s; 2, Riley (H. C. Ballantine), 43.61s; 3, H.R.G. (W. Shepherd), 46.69s. **Up to 3,000 c.c.:** 1, Austin-Healey (H. C. Stewart), 46.65s. **Over 3,000 c.c.:** 1, Jaguar (R. L. Fraser), 44.69s, 2, Jaguar (H. W. Whyte), 47.84s.

Vintage Cars: 1, Vauxhall 4,250 c.c. (W. P. S Melville), 42.86s; 2 Bentley 4,398 (G. Lockhart), 43.25s; 3, Lea-Francis 1,498 (D. Pearson), 46.07s.

Racing Cars: Up to 500 c.c. 1, Staride (N. Sanderson), 39.67s; 2, Cooper (J. C. Bain), 42.89s; 3, Cooper (A. H. G. Fingland), 43.14s. **Up to 1,100 c.c.** 1, Cooper (A. McGlashan), 38.94s; 2, Cooper (J. Verrecchia), 42.25s. **Up to 1,500 c.c.** 1, Alta (R. Fielding), 40.81s; 2, Lea-Francis (N. Bean), 45.46s; 3, Alta (Mrs. Fielding), 45.49s. F.T.D. by lady: Alta (Mrs. Fielding), 45.49s. F.T.D.: Tojeiro (P. S. Hughes), 38.51s.

THE SPORT

AT last the Ulster A.C. have had a fair share of luck with the T.T. They managed to get a really first-class entry for last Saturday's race, and, which is just as important, all the cars turned up. The Dundrod circuit is tricky, and it was a pity that Gonzalez came unstuck in practice, injuring his leg and shoulder. However, all the more credit to Hawthorn, who had to hold off the full strength of Lancia, as well as Aston Martin, Jaguar, and the rest, with the lone works Ferrari. Bonnet was very unlucky to crash so late in the day while leading the T.T. itself on handicap.

On the present basis the Panhards are almost bound to win if they suffer no mechanical trouble or accident. Any engine size handicap formula which was "perfect" would have to be worked out for dry roads, so that one good shower of rain would be enough, in theory, to ruin the chances of the bigger cars—and at Dundrod one can rely on at least one good shower! It is desirable that a car of any size should be able to win the T.T., but it is difficult to think of any handicap basis which would be fairly sure to result in an interesting race.

Another aspect is that it is doubtful whether much Continental opposition will appear when there is not a close struggle for the world sports car championship. One cannot see Lancia and Ferrari going out of their way to enter an almost solely handicap event. The appearance of strong international opposition is a great attraction to the public that the Ulster club needs, and the crowds are likely to be bigger, too, if the race is more straightforward to follow. When a very small car wins such an important race there is almost inevitably some feeling of anti-climax.

Winner of the series sports car class in the 4th Tour de France was this 2-litre Maserati driven by J. Estager and J. Proto. It is seen here in the 100 miles speed test on the Le Mans circuit, taking the preliminary bend to Arnage corner at speed.

COMING SHORTLY

SEPTEMBER 18.—Half-Litre C.C. Race meeting, Crystal Palace, London, S.E.19, 2 p.m.
18.—Sunbac. Race meeting, Silverstone, Northamptonshire, noon.
18.—Bristol M.C. and L.C.C. Hill-climb, Naish House, Clapton-in-Gordano, near Portishead, Somerset, 2 p.m.
18-19.—Mid-Surrey A.C. 200 Rally, starting from Drift Bridge Hotel, Reigate Road, Epsom, Surrey, and Madeira Drive, Brighton, Sussex, 9 p.m.
18-19.—Riley M.C. (London Centre). Night navigational rally.
18-19.—Southport M.C. and L.C.C. Southport motoring weekend.
19.—Bugatti O.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, noon.
19.—Avus race meeting, Germany.
25.—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 2 p.m.
25.—South Wales A.C. Hill-climb, Castel Farm Hill, near Bridgend, Glamorgan, 3 p.m.
26.—West Hants and Dorset C.C. Knott Cup Trial, Bovington Camp, near Wareham, Dorset, noon.
26.—Gosport A.C. Gosport Speed Trials, Flight Test Road, Fleetlands, Gosport, Hampshire, noon.
26.—Cemian M.C. and Lancia M.C. Knowland Trophy meeting, Middlesex Arms, Barnet By-pass, Hertfordshire, 11 a.m.

THE Anglo-American Rally was, without doubt, an outstanding success from all points of view. It is only too rarely that enthusiasts in this country have the opportunity to meet their American counterparts and the experience was a great pleasure. The fine, but all too small, collection of famous American cars was very interesting and the condition of many seemed to have reached the ultimate in perfection. To British eyes, perhaps, the practice of spray painting (instead of the laborious coach painting by hand, advocated by restorers in this country) seems a little unauthentic. The result, however, is beautiful.

For their dogged determination to finish the course, great credit is owed to Paul Tusek and his passenger, Edward Battison, in the Stanley Steamer. Persistent trouble with the burner, caused by the wrong type of fuel oil, was responsible for two whole nights work during the run. After a journey of some 3,000 miles it was particularly bad luck that the car should have failed only ten miles from the finish. A temporary repair was carried out and the car still managed a lap of the Goodwood circuit, and received a great deal of well-earned applause.

The police throughout the event—particularly in the Durham area—helped the cars through the towns and earned the gratitude of all competitors. These old cars—designed for far less congested conditions—are a handful in traffic and the assistance was most welcome.

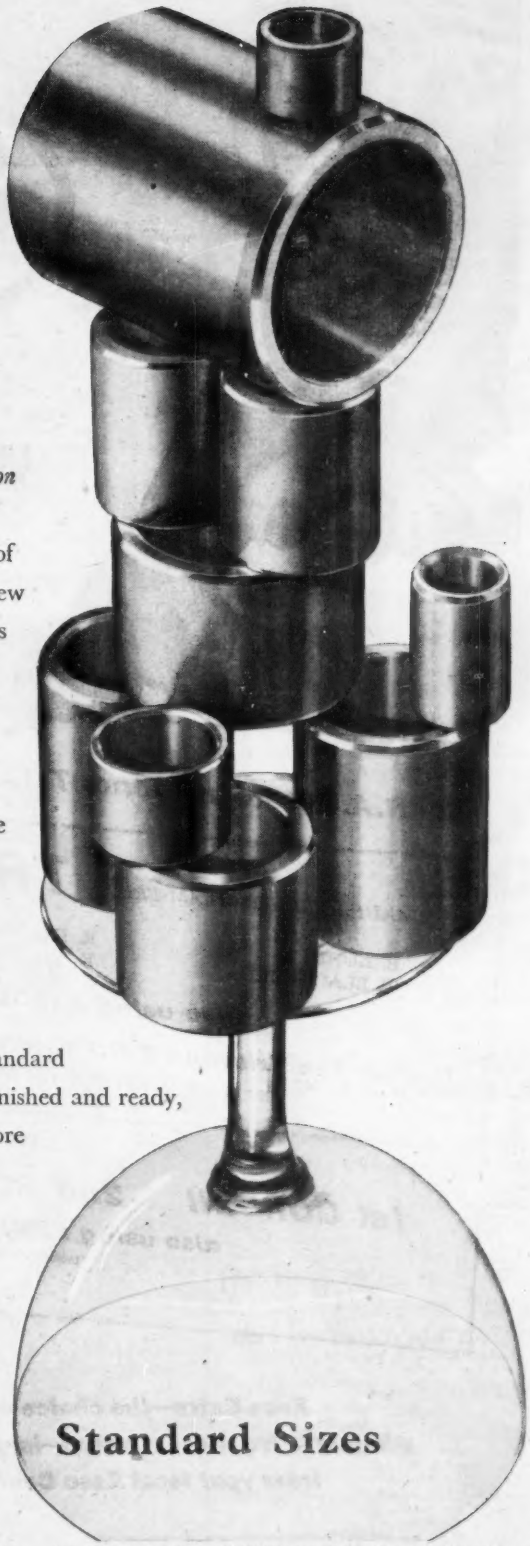
Altogether it was a pleasant event and a very unusual one; let it not be the last of its kind

IN America the sport has suffered a severe blow in the untimely death of Clay Smith, who was one of the most brilliant racing engineers. He was the head of a firm manufacturing speed equipment, a designer of high performance machinery, and consultant to one of the big Detroit companies. Some of his recent activities included management of Ruttman's 1952 Indianapolis victory, and running the activities that resulted in Stevenson winning the A.A.A. national championship in the same year. He also worked wonders for subsequently successful drivers in the Pan-American race. He remained constantly cheerful and was always generous with his knowledge; never too tired to help out another enthusiast. He was 39, and died when a car in the recent national championship race in Du Quoin, Illinois, got out of control and crashed into his pit.

THERE is a suggestion afoot to start a Fiat Register. A number of vintage Fiat enthusiasts are behind the proposal, and initially it is intended to start a bulletin, a spares exchange and an interchange of technical data. Later there should be social events. Fiat owners interested should contact Captain G. Liston Young, 13, Regent Street, Melton Mowbray, Leicestershire.

AN interesting point about the forthcoming B.A.R.C. international meeting at Aintree on October 2 is that, on this occasion, the circuit will be used in the opposite direction from hitherto; in other words, the cars will circulate clockwise, as is more normal practice. This will, in all probability, improve the circuit from the drivers' point of view; as far as spectators are concerned it may not make much difference, but the wiggle before Tatts Corner, and that corner itself, will certainly be no less thrilling and probably more so. The finishing line will remain in the same place as before, to give a fair run up after the last corner; the starting line will, however, be separately placed in front of the County stand, so that spectators in all grand

A good bush needs no wine



A good bush lacks nothing that a little *standardisation* can't give it. Once upon a time (like, alas, many British manufacturers) we ourselves lived in a sort of cloud-cuckoo-land . . . waiting until each totally new order, in some totally new bastard size, provoked us into laying down the tooling, patterns, etc., to carry it out.

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THE SPORT . . . . continued

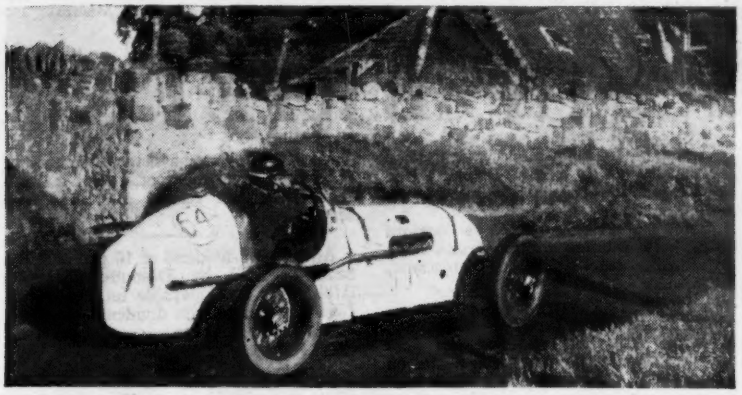
stands get a good view of the start of each race.

Spectator facilities generally for this meeting (the main event in which is the *Daily Telegraph* Trophy race for formula 1 cars) will be improved, and extra loudspeakers are being installed as a result of criticisms made of the inaudibility of the commentary at the first meeting. The only remaining thing is to ensure a fine day on October 2; anyone possess any influence in this sphere?

FORTY drivers and their crews took part last Sunday in the Essex Rally, organized by the West Essex C.C. Competitors left the start at the club headquarters at Woodford Bridge, at one-minute intervals, and went through Chigwell Row, Abridge, Moreton and other small villages. There was little time to think too long when working out map references. Two average speed sections took drivers to the control near Bishop's Stortford, from whence they made their way to the finish, where the driving tests were held. No one completed the event without loss of marks, but A. E. Hudson, in a Jowett Javelin, scored a runaway victory, with only 62 marks lost compared with the 113 lost by J. Williams' M.G.

AT an extraordinary general meeting of the Half-Litre Club, held recently at the R.A.C., the decision was taken that the name of the club should be changed, in view of its rapidly increasing interests; the new name will be the British Racing and Sports Car Club, and the name of the limited company will be amended in accordance with this decision. In addition, the number of members with which the company will be registered will be increased from 500 to 5,000. When arrangements are completed, the new title will certainly be more appropriate now that many of the club's race meetings cater for many different types of car.

ENTRIES for the Sixth Lakeland Rally of the Lancashire and Cheshire C.C., to be held on September 25 and 26, have come in well and are expected to exceed last year's total by reason of the fact that it is one of the qualifying events for the B.T.D.A. Silver Star Rally Trophy. Starting points are Manchester, Llandudno or Birmingham, and competitors converge at Llandegla, Denbighshire, and then follow a common route to Llandudno where they arrive on Saturday evening. On the Sunday a further road section has to be covered.



Ray Fielding (Alta) corrects a slide as he comes out of Old Paddock Bend at Bo'ness last Saturday, in the event organized by the Scottish Sporting C.C.

CLUB NEWS

Knowldale C.C.—In conjunction with the V.S.-C.C. and the Veteran C.C., the Rochdale rally and *concours d'élégance* will be held on Saturday, September 25. Any car is eligible, and must be presented at the Rochdale Town Hall Square, close to the Flying Horse Hotel, not later than 1.30 p.m. There are classes as follows: class 1, for cars manufactured before 1905; class 2, 1905-1914, inclusive; class 3, 1915-1930, inclusive; class 4, 1930-1938, inclusive, and class 5, for special types, irrespective of age (individually famous cars, past or present racing cars and so on). Entries must reach Councillor N. Ledson, Duke Street, Rochdale, not later than Wednesday, September 22, accompanied by the fee of 10s.

Shenstone and D.C.C.—Regulations have been issued for the Buxton Rally to be held on October 9. Invited clubs are: B.A.R.C., Hagley and D.L.C.C., Midland A.C., M.M.E.C., Pathfinders and Derby M.C., Sheffield and Hallamshire M.C., and the Vintage S.-C.C. Entries must be received by M. F. Finnemore, 122, Colmore Row, Birmingham, 3, by September 27.

Maidstone and Mid-Kent C.C.—Regulations are available for the Harold Sharp Trophy night navigation and map reading rally to be held on September 25-26. Invited clubs are: Hants and Berks M.C., U.H.U.L.M.C., London M.C., Margate and D.M.C., Cranleigh and D.M.C., Tunbridge Wells M.C. and the Thames Estuary M.C. Entries must be received by H. E. Fuller, Woodlands, Maidstone Road, Stockbury, near Sittingbourne, Kent (telephone Newington 498); closing date for entries is tomorrow, September 18.

Surrey Sporting C.C.—The club's next event will be the annual speed trial at Brands Hatch on September 19, starting at 1 p.m. The following clubs are invited: Tunbridge Wells M.C., Vintage S.-C.C., Maidstone and Mid-Kent, Mid-Surrey, Half-litre, A.C. Owners' and Guildford M.C. Practice starts on Sunday morning at 9 a.m.

M.G.C.C.—The fourth annual Weston Rally will take place on October 8-9. The rally is open to members of B.A.R.C., London M.C., Cheltenham M.C., Exmoor M.C., Sunbac, West Hants and Dorset M.C., Riley M.C. and the M.G. Car Club, who may drive any type and make of car. It will be run over a route of some 450 miles.

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CLUB NEWS . . . . . continued

Starting points will be in Birmingham, London and Bristol.

The first competitor will leave at 8.30 p.m. on Friday, October 8, and will reach Weston-super-Mare, Somerset, at about 1.30 p.m. on the following day. The route, which will be secret, will be disclosed only to competitors as they progress along it. The main award for the event is the Nuffield Rally Cup and this will be presented to the competitor who achieves the best performance in the rally.

Regulations are now available and applications should be made to Dr. M. King, Fosse Way, Stow-on-the-Wold, Gloucestershire.

Herefordshire M.C.—The Little Rally was held on Sunday, August 29, and covered a route of 130 miles, most of which was in Radnorshire and Breconshire. Results are as follows: **Open Cars: Under 1,300 c.c.:** M.G. TC (R. M. and Mrs. Jones). **Over 1,300 c.c.:** Triumph TR2 (J. Paul). **Closed Cars: Under 1,300 c.c.:** M.G. (R. A. G. Foster and D. Mullott). **Over 1,300 c.c.:** Riley 2½-litre (J. J. Bott and J. R. W. Thomas).

Bolton-le-Moors C.C.—Because of rain, the *concours d'élégance* was not held in the Civic Centre, as planned, but in the drill hall of the Royal Artillery T.A. The entry was notable for its variety, a traction engine being included! Results are as follows: **Apollo Trophy:** Rolls-Royce (F. Birch). **Special Award:** 1913 Burrell traction engine (T. Alberts). **Veteran Award:** De Dion (C. F. Hodgkinson). **Vintage Award:** Swift (G. Spedding).

Northampton and D.C.C.—Regulations have been issued for the fourth annual Night Navigation Trial, to be held on October 23-24. Invited clubs are: Peterborough M.C., Cambridge 50 C.C., Bedford A.E.C., Sporting O.D.C., Coventry and Warwick C.C., Rugby M.C. and the Leicestershire C.C. Entries must be received by B. Harris, Resident Engineer's Bungalow, Billing Park, Northampton, not later than by first post on Monday, October 18.

Alvis O.C.—The Littlehampton *concours d'élégance* was held recently and produced an entry of cars ranging from 1930 to 1952. Results: 1 (tie), Speed 25 (Cdr. C. P. Marcel) and Speed 25 (A. Sadleir); 3, Firebird (R. E. Spain). A rally, run jointly with the Lagonda C.C., will be held at Tweedsmuir Camp, near Thursley, Surrey, on Sunday, September 19, starting at 2.15 p.m. Regulations and entry forms can be obtained from G. Chace, 19, Pembroke Avenue, Surbiton, Surrey (Alvis O.C.), or Dr. C. S. Rexford-Welch, 124, Clarence Gate Gardens, London, N.W.1 (Lagonda C.C.).

Stockport M.C.—The Widgery Rally, held on Sunday, September 12, covered a course which took competitors through four counties, a total distance (if one did not get lost) of 175 miles. The fact that controls had to be entered from a specified compass bearing caused navigators considerable work and confusion. The severity of the event may be judged from the fact that only 25 per cent of the entrants finished the course, not one saloon being among them. Results are as follows: **Outright winner** (Widgery Trophy): Morgan Plus Four (H. Harrop). **Next best performance:** M.G. TC (D. J. Moores).

IN BRIEF

Champion sparking plugs were used in the Porsche with which H. Polensky won the Liége-Rome-Liége Rally last month.

A new garage was opened at Dartford recently by Western Motor Works, Ltd., the Vauxhall main dealers, of Chislehurst, Kent.

The mobile display unit of Auto Tyre Services, Ltd., was awarded the gold medal at Romsey Summer Show held on September 1. The unit exhibited Blue Peter retreads.

J. J. Armstrong, Ltd., Denton Garage, Thomas Street, Carlisle, have purchased the Harraby filling station, which is on the outskirts of Carlisle on the main road to Penrith.

Kilfrost Ltd., Haltwhistle, Northumberland, during the war and since made large amounts of de-icing and defrosting compound, for use on aircraft wings. As ex-Government surplus, a great deal of this is being sold as car radiator anti-freeze, a purpose for which it is entirely unsuitable. Kilfrost anti-freeze for radiators, the proper preparation, is marketed in branded 1-gallon cans and 5-gallon drums.

A garage equipment tool for depressing brake pedals during adjustment is being made by Harmans Engineering Co., Yelland, Fremington, Barnstaple, North Devon. It is a hand-operated screw jack, which fits to steering columns up to 1½in by an adjustable clamp, variable for reach. A quick toggle locks the clamp. The finish is chromium plate. The tool is neatly made, and quick and steady in use.

Mr. C. W. Sant, assistant manager of the motor department of Shell-Mex and B.P., Ltd., has retired after 43 years service.

An interim dividend of 10 per cent has been declared by Desoutter Brothers (Holdings), Ltd., payable on October 1. Last year the interim dividend was seven and a half per cent.

Mr. E. N. Corns has joined Stratstone, Ltd., distributors of Daimler and Lanchester cars, as sales promotion and publicity officer. Mr. Corns was previously publicity officer and London representative of Saunders-Roe (Anglesey), Ltd.

Champion sparking plugs were used on the Austin-Healey Hundreds which have recently been breaking so many records at the Utah Salt Flats, U.S.A. A competition model covered 3,000 miles at over 132 m.p.h., and a modified, supercharged car broke records at speeds varying between 181.1 and 192.6 m.p.h.

Motorists who intend to travel long distances in Great Britain and Northern Ireland will be interested in the new *Michelin Motoring Atlas*. It is in handy booklet form; the roads are clearly marked in different colours according to their importance, width, and so on. Distances between larger towns are shown on the map and in a special table; following the road off one page on to another is simple and larger scale maps are included for London and other large city areas. The atlas costs 6s and is available from the Seymour Press, Ltd., 282, Vauxhall Bridge Road, London, S.W.1.

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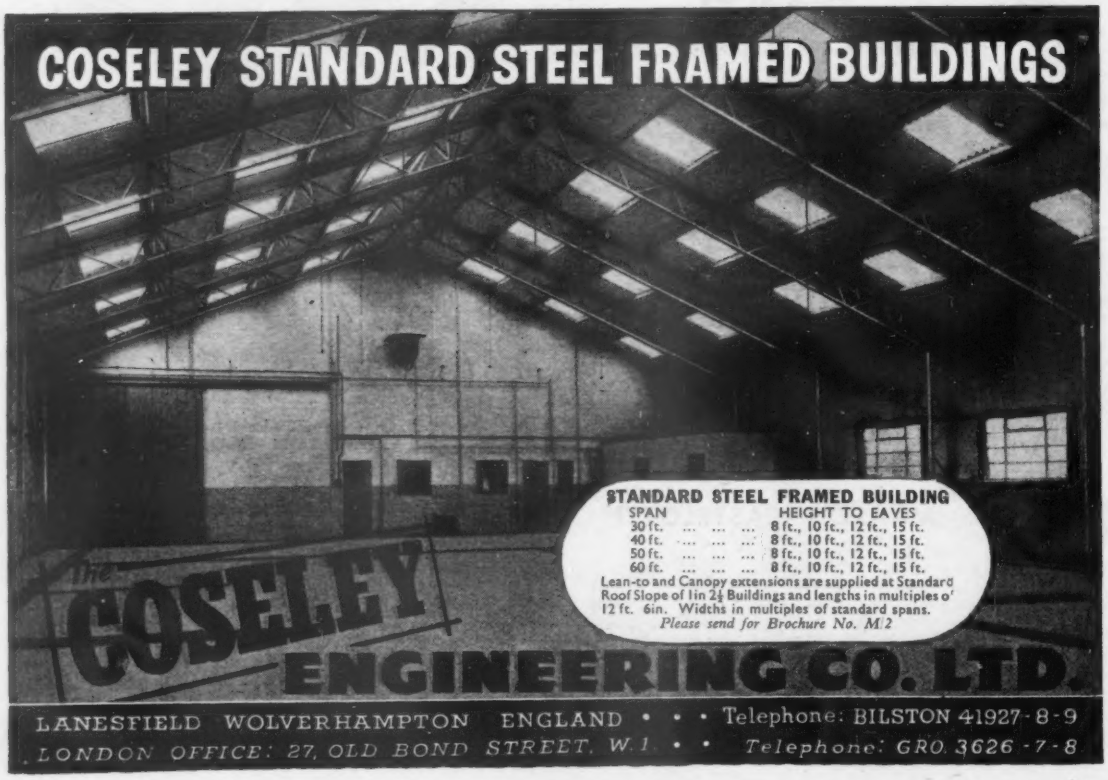

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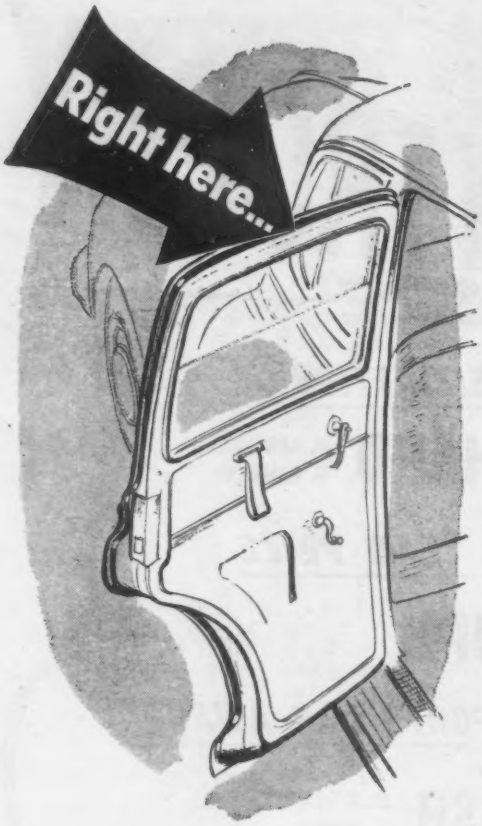

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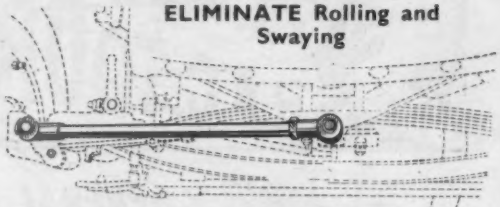

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Can be carried in pocket without leakage. Length approx. 6in. Simply press point of needle against spot to be lubricated and a steady and controlled flow of oil is released. Lessen the pressure and the oil stops flowing—surplus is drawn back into the oil pen. Fine bore model for precision instruments. Or medium bore model for general purposes. *Post Free.* Each **12/6**

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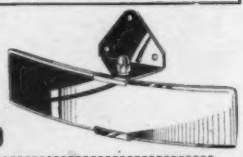

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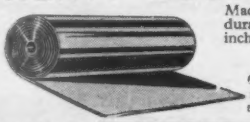

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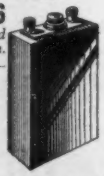

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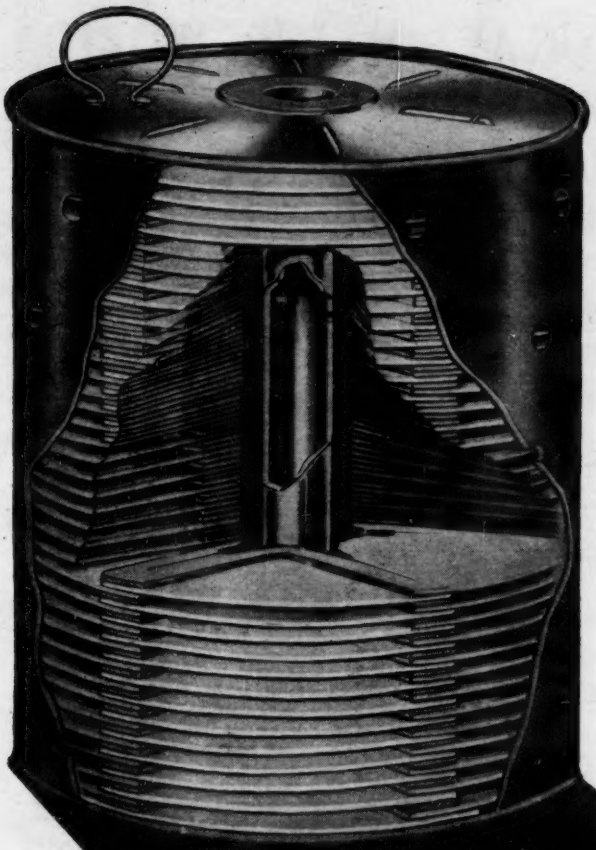
AUTOCAR—17



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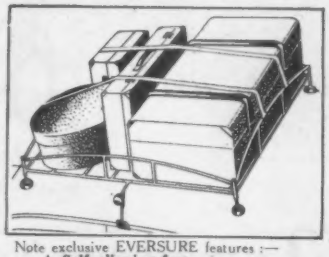

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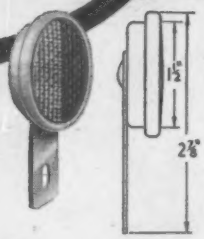

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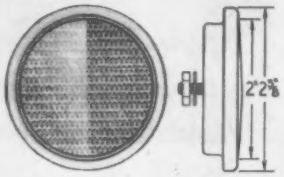

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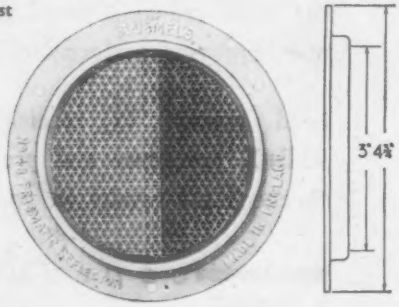

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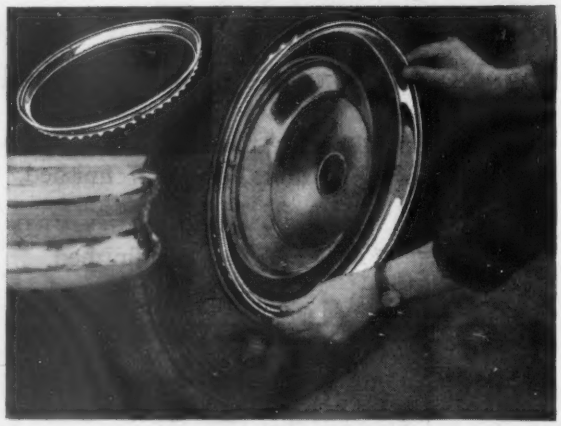

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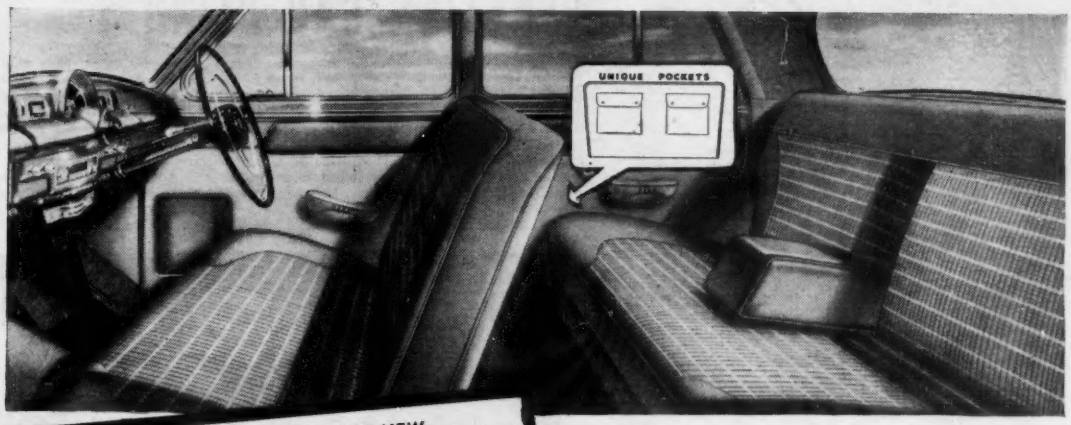

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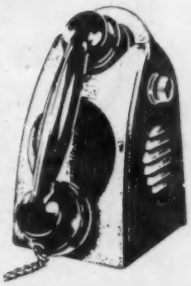

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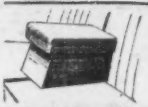

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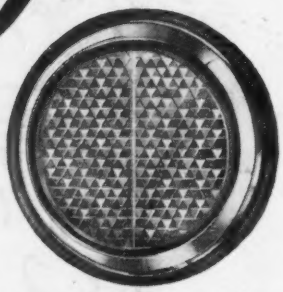

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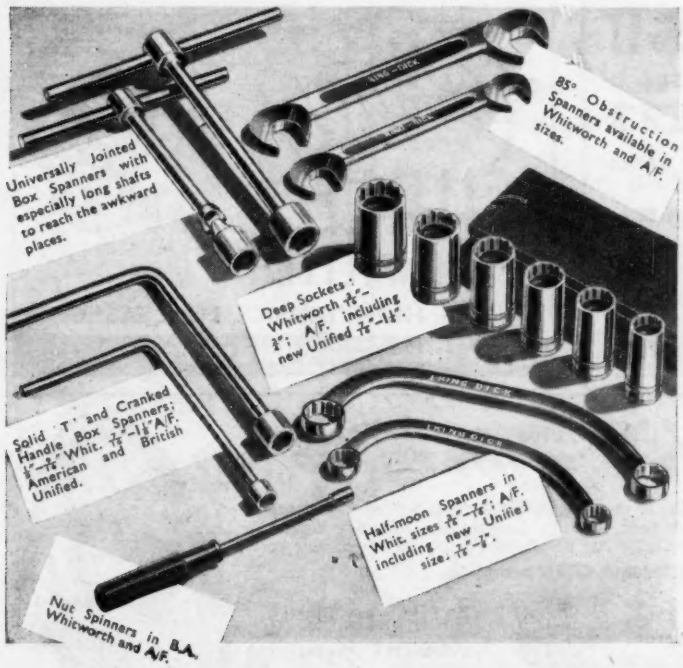

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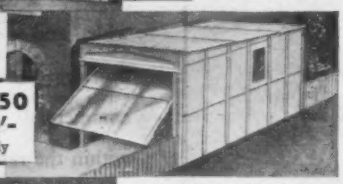

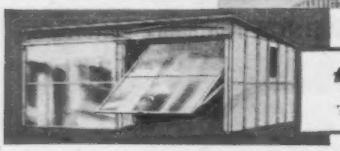

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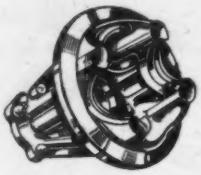

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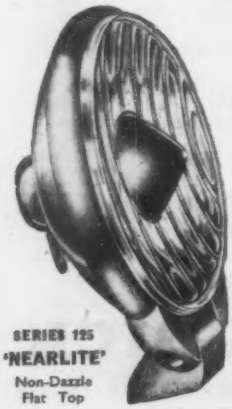

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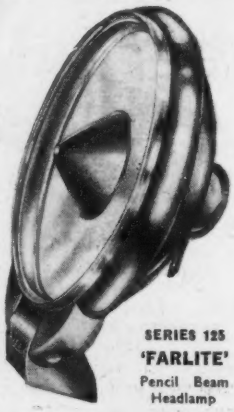

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'51	**MORRIS** Minor Sal. Clean and sound	475
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'51	**VAUXHALL** Velox Sal., fitted radio and heater	499
'51	**FORD** Prefect Sal. Recond. engine	415
'51	**VANGUARD** Sal. Excellent order	460
'51	**M.G.** Sports "TD" 2-str. Mech. good nr.	499
'50	**MORGAN** 4/4 D/hd. Coupe. Good specimen	430
'50	**VAUXHALL** "Wyvern" Sal. Clean example	480
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'37	**FIAT** "1500" Saloon. Outstanding model	175
'31	**LAGONDA** 12 h.p. Tourer. Very good cond.	175
'39	**STANDARD** 8 h.p. Saloon. Gd. running order	170
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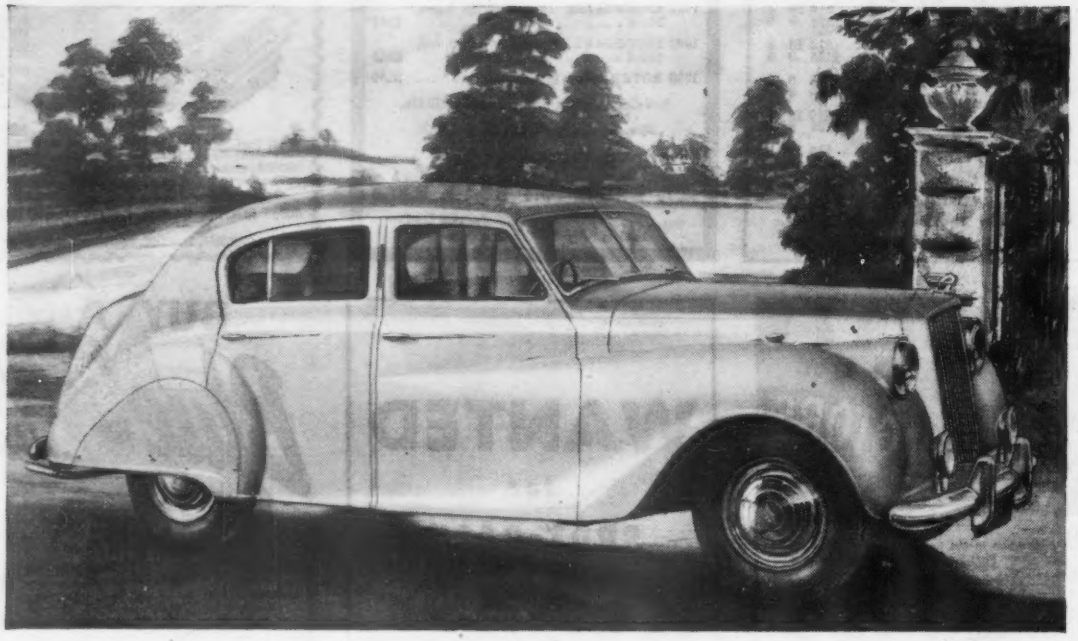

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

GATEHOUSE offer:—

1950 (November) A.C. saloon, black, one owner, first-class condition; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

1936 A.C. Competition 2-seater 16-80 model, new hood, battery, light blue; £170.—Ray, 0956. [8477

1950 A.C. saloon one owner, any trial; £420.—Brownlie, 12, Granville Terrace, Redcar, Yorks. [8480

G&M ALFREDS (1936), Ltd.—1948 A.C. 2-litre saloon, far above average; price £495.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout; £900.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1935 A.C. Greyhound saloon, black, brown interior, sound condition throughout; £175.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

A.C. Cars Wanted

REQUIRED, really good A.C.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

XXX H. F. Edwards offer immediate cash for good A.C.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.C. Spares and Service

FULL repair and overhaul service for A.C. cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [7162

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CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

BARTLETT.—Alfa-Romeo 2.3 8-cylinder supercharged, 115mph Mille Miglia, 2-seater, recently reconditioned and excellent example of this classic car; £495.—27a, Pembridge Villas, W.11. [C1013

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Alfa-Romeo Cars Wanted

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Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0124/R

ALLARD

B. J. HUNTER, Ltd., offer:—

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B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

THE UTILITY VEHICLE CENTRE for 1953 Allard Safari.—See "Utility Cars" column. [C4072

1951 Allard sports saloon, 2-tone, leather upholstery, heater; £435.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

EXCLUSIVE 1948 Allard with unique Dolphin body, saloon or open at will, black, very fast and smart; £375.—Tel. Fausset, Welbeck 9035, between 6 and 7 p.m. [8469

SALES & WANTS
Turn to page 87 for Advertisement Form

INDEX

	PAGE
Ambulances	78
Auctions, Tenders, Appointments, etc.	88
Axleshafts	83
Batteries, Chargers, etc.	83
Books, etc.	87
Brakes, Cables, etc.	83
Business and Property	86
Caravan Section	79
Carburettors, Economisers	83
Car Carpets	84
Car Covers	84
Car Radio	83
Cars for Hire	82
Chromium Plating	84
Clothing, etc.	84
Coachbuilders and Bodies	83
Commercial Vehicles	79
Contact Lenses	83
Cylinder Blocks	84
Cylinder Grinding, etc.	84
Cylinder Heads	84
Dynamos	84
Electrical Equipment	83
Engines and Accessories	84
Exchange	83
Garage Equipment	84
Garage Facilities	83
Gear and Steering Boxes	84
Heaters	84
Hoods, Screens, Cellulose, etc.	84
Hotels, Guest Houses, Accommodation	87
Independent Suspensions	84
Insurance	84
Lamps, etc.	83
Loose Covers	84
Magnetos	85
Miscellaneous	85
Mobile Canteens, Kitchens, etc.	78
Motor Cycles for Sale	78
Motor Hearses	78
New Cars	79
Packing and Shipping	83
Parts and Accessories	85
Patents, Experimental Work	83
Pistons	85
Radiator, Muffs, etc.	85
Repairers, Welding, etc.	85
Roof and Rear Luggage Racks	85
Safety Glass	85
Second-hand Cars for Sale, Wanted and Spares and Service	55—78
Shock Absorbers	85
Situations Vacant	87
Situations Wanted	87
Speedometers	86
Springs	86
Superchargers	86
Trailers	79
Tuition	83
Tyres and Tubes	86
Wheels, Discs, etc.	86
Windscreens, Wipers, etc.	86

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ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 87

ALLARD

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Allard Cars Wanted

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B. J. HUNTER, Ltd., offer:—

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PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALLARD.—4-seater body from 1948 711 tourer wanted.—Johnston, 36, All Saints Rd., Weston-super-Mare. [8474

ALVIS

GATEHOUSE offer:—

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1954 Alvis 3-litre coupe

1953 Alvis 3-litre coupe

1952 Alvis 3-litre saloon.

1952 Alvis 3-litre d.h. 4-seater coupe.

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103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

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1951 Alvis 3-litre saloon, black/red upholstery; £375.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874/5. [8287

GORDON CARS (LONDON), Ltd.—1952 Alvis 3-litre saloon, splendid condition; £950.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

THE UTILITY VEHICLE CENTRE for 1949 Alvis station wagon.—See "Utility Cars" column. [C4072

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1951 Alvis 3-litre, maroon/grey with maroon upholstery, radio, taxed.—The Wellsway Garage, Wellsway, Bath. Tel. Bath 2578. [8244

1936 Alvis 20hp Crested Eagle saloon, well maintained, good tyres £175.—Scrase, 214a, Battersea Bridge Rd., S.W.11. Bat. 7245, before 7 p.m. [8205

ALVIS 1936 17hp saloon, reconditioned, immaculate showroom condition, a real gem; £225 o.n.o.—Brown's (Alvis Repair Specialist), 15, Lancaster Mews, W.2. Amb. 9660. [6685

ALVIS 12/70 saloon, 1940, £340; good specimen, 4,000m. since full overhaul, fine performance, economical; owing to delivery of new car.—Rowlea, Guildford Rd., Chobham, Surrey. [8224

575gns.—Alvis 14, late 1949 saloon, maroon, sliding head, leather, one careful owner; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4013

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

POST-WAR Alvis required for cash.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2053

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

B. J. HUNTER Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

H. A. SAUNDERS, Ltd., Golders Green, require:—

ALVIS cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

PRIVATE purchaser requires 1948/9 Alvis 14 saloon. —68, Percy Rd., Hampton, Middx. [8216

REQUIRED, really good Alvis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alvecar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [S0391/R

CHARLES FOLLETT Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R

KINGSTON-ON-THAMES, Alvis agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [S4055/R

MANCHESTER.—Alvis repairers and spares main agent.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0653/R

LANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

SIMPSON'S offer:—

RHD 1948 Chevrolet, all extras, very clean.

RHD nearly new De Soto Foursome V8, low mileage, fitted many extras.

RHD 1948 Hudson Commodore Six, with overdrive, fitted many other extras.

RHD 1951 Plymouth Cambridge, radio, heater, directional blinking signals, many other extras.

1953 Buick, Fireball V.8 engine, radio, heater, fully equipped, very low mileage.

1951 Buick Riviera coupe, Dynaflow drive, radio and heater, completely equipped all extras, choice of 2, 1 black/white top, other maroon.

1953 Chevrolet radio, heater, completely equipped with many extras.

1948 Chevrolet, radio, heater, fitted with all extras.

1947 Ford V.8 super de luxe, fitted many extras.

1941 Ford Straight 6, fitted with all extras.

1940 Ford V.8 convertible, fitted many extras.

1953 Oldsmobile Rocket 88 with hydramatic drive, radio, heater, Whitewall tyres, window washers, Ocelot seat covers.

1952 Pontiac Chieftain, low mileage, radio and heater, completely equipped, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015

METCALFE & MUNDY, Ltd.

1953 Buick saloon.

1952 Studebaker Champion saloon, 9,000 miles.

1951 Studebaker Commander convertible.

1950 Buick saloon Dynaflow.

FOR details see under classified headings.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

CAMDEN MOTORS offer the following post-war American models, all guaranteed cars.

1948 Studebaker Champion r.h. drive coupe, 5/6-seater, electric hood, overdrive, heater, etc. 22hp model.

1950 Studebaker Commander 26hp rh drive coupe, electric hood, overdrive, 6-seater in leather.

1948 Studebaker Champion 22hp r.h. drive 4-door 6-seater saloon, overdrive, flashing trafficators, leather, heater.

1951 Oldsmobile Futuramic r.h. drive 6-seater saloon 1951, immaculate 4-door Fisher body, all extras.

1949 Plymouth de luxe 4-door saloon, genuine one owner car, radio, heater, low mileage.

1948 Buick Super 8 saloon, r.h. drive, series 50, 22,000 miles, all extras.

1948/9 Packard Super 8 saloon, r.h. drive, overdrive gear and electromatic, leather, radio, heater, one owner.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-95, Fulham Rd., South Kensington. Tel. Kensington 4858. [C4026

AMERICAN CARS

1949 50 Ford Custom 26hp 6-seater saloon, immaculate condition; sell or exchange for convertible.—"Springfield," Ashley Rd., Hale, Ches. Tel. Altrincham 2270. [8472

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

American Cars Wanted

NOW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—'80, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3905, 345, High Rd., Wembley. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require American cars.—91-95, Fulham Rd., S.W.3, Kensington 4858.

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—42a, Sour's Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [W4036

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, one owner, synchromesh gear, immaculate; £825; one week's free trial; guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001. [C3039

COACHCRAFT offer:—

£1450—1954 (June) Sapphire saloon, mileage 4,000, spare unused, elephant grey with red leather, as brand new throughout, heater, twin spotlamps, £350 under list price, still under maker's guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539 [C1053

BROOKLANDS.—Individuality new and used cars.

1952 Armstrong Siddeley Hurricane coupe.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1953 (Oct.) Sapphire, midnight blue, electric preselector, twin carbs., twin exhaust system, radio set, etc., 12,000 miles, superb example, most carefully maintained; £1,450.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [2010

1938 Armstrong sun saloon, in beautiful condition, superb runner at 31 m.p.g., and test; £205.—Sta. 7525. [8409

1950 Lancaster saloon, black, red leather, exceptional; £565.—Read Car Co., Ltd., Brighton Rd., Sutton. Tel. Vig. 8978 and 8403 [C3048

1949 Lancaster saloon, sun roof, heater, leather, perfect throughout; £475; part exchange and h.p.—Economy Car Service, Rickmansworth 3326/5151. [8434

JUNE 1954 Sapphire, 2-tone grey, red leather upholstery, 3,000 miles only, absolutely as new, fitted H.M.V. radio, enuine bargain; £1,600, o.n.o.—Tel. Sheffield 72984. [8210

1954 Armstrong Sapphire, 2,686 miles, 6-light saloon, synchromesh, black, tan upholstery, licensed 31.12.54; £1,550.—Hugh Outram, 63, High St., Sevenoaks. Tel. 3568. [8377

£399!!!—Armstrong Siddeley Hurricane coupe, an unblemished example of one of these delightful cars, very carefully maintained, exceptionally good mechanically, fitted with many extras.

£239!!!—Armstrong Siddeley 14hp full de luxe saloon, very carefully maintained by private owner, fitted good tyres and many extras; exceptional opportunity; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 A Sapphire black and beige, beige hide, preselector gear box, radio, and tailored seat covers, 1,100 miles, as new; cost £1,850; our price £1,625.—Robbins, East Putney Tel. 7881. [C3010

495 gns.—Armstrong Siddeley, September 1950 18hp foursome drop head coupe, leather, manual gear change, radio, heater, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 Hurricane coupe, fawn, maroon leather, small mileage, one owner from new, map light, brand new leather hood; this car has not been licensed this year and is in absolutely superb condition and is offered at the very reasonable figure of £585.—R. & F. Gradwell, Ltd., Reliance Garage, Waterloo Rd., Blackpool. Tel. 42028-9. [8290

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Armstrong Siddeley Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars, all models, for cash.

AUSTIN House 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001 [0835/R

7-SEATER 1951-52 private 18hp Limousines, also 25hp, reasonable mileage 1938/39 Limousines. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering services; 48-hour exchange engine and gear box services; quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

FULL repair and overhaul service for Armstrong cars. —Harman, 24, Astwood Mews, S.W.7. Fremantle 7471. [7163

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431) [0670/R

ASTON MARTIN

L. F. WARD, Ltd.

1954 Aston Martin D.B.2-4, 8,000 miles, fitted radio, as new.—L. F. Ward, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath 3347. [C4043

BROOKLANDS: Aston Martin Sole Distributors.

1954 D.B.2-4 models available for show and demonstration.

1954 Aston Martin D.B.2-4 saloon.

1952 Aston Martin D.B.2 saloon.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London W.1. Mayfair 8351-6. [C1029

PERFORMANCE CARS.—For this week's selection see our display advert. on page 49. [C3041

ASTON MARTIN D.B.2 saloon, must sell; £1,125.—W. McNee & Co., Wholesale Merchants, 117 Meadow St., Sheffield 20282, evenings 72499. [8001

ASTON MARTIN, February, 1954, DB2/4 saloon, one owner; offered at the attractive figure of £1,975.—A. F. N. Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [C2015

1954 (April) D.B. 2/4, sea green, 3,000 miles, radio, heater, virtually new; £2,185.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

ROSE & YOUNG, Ltd., offer 1954 Aston Martin DB2/4 saloon, low mileage, fitted radio, cherry red; £2,095.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

325 gns.—Aston Martin, 1938 15/98 2-litre short chassis drop head coupe, blue, red leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

DB2-4 Aston Martin, saloon or coupe, wanted, full details please.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [8289

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities. —Old Windsor. Tel. Windsor 2002/3. [0198/R

AUSTIN SEVEN

1936 tourer, blue; accept £76.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

195 gns.—Austin Big 7, 1939 de luxe 4-door saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

49 gns.—Austin 7, 1934 saloon, black, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£229!!!—1939 Austin Big 7 saloon de luxe, in leather, a particularly well-maintained example, runs exceptionally well; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A30

CAR MART, Ltd.

LONDON distributors.

1954 Austin A30 2-door saloon; £505.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

1954 A30, in beige, as new condition and fitted heater; £515, with 3 months' guarantee; terms, part exchanges.—39-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [C4017

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30 4-door saloon, beige, heater, 11,000 miles; part exchange; deferred terms. —4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

R. C. WIMBUSH, Ltd., offers:—

1954 Austin A30 2-door saloon, colour black, fitted heater, low mileage; £525.—312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1954 (June) Austin A30 4-door, black/red, heater, 4,000 miles, spotless; £535.—34, Sinodun Rd., Wallingford, Berks. [8395

£485.—1953 (November) Austin A30 4-door saloon, black, beige, fitted heater, nominal mileage, excellent order throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Austin A30 4-door saloon, little used, unmarked; £530.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Austin A30 4-door, blue, heater, 2,300 miles, as new throughout; £535.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Austin A30 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. [0925/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

1954 Austin A30 required, must be new condition. —Turnbull, Durngate House, Winchester. [W1010

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

DICKS.

1946 Austin 8 4-door saloon, de luxe model, unmarked; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

A.Z. MOTORS offer 1946 Austin 8 4-door saloon, exceptionally good engine; real bargain, £275!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 8 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

AUTOMOBILIA, Ltd., offer:—

1947 (Oct.) Austin 10, 4-door de luxe sunshine saloon, pastel green, brown leather, excellent condition; £345.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

1934 model saloon, green; £91.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£395.—Austin 10, 1947, recon. engine, original cellulose, sldg. roof, leather interior, exceptional mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1947 Austin 10 saloon, black with brown leather, 2 owners only, beautiful original paintwork, very much above average condition; 3 months' guarantee; £375.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

HILLWOOD MOTORS.—Austin 10 1940 saloon, black, brown leather upholstery, the ideal family car; smart, reliable, roomy, economical and costing only £265.—Mill Hill 4232; open 9-8, Mon.-Sat. [8272

Austin Ten Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 10 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

GARDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. [W2074

PRIVATELY owned Austin 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

Austin Ten Cars Wanted

GOOD Austin 10 wanted for cash.—Walter Scott, Ltd., 39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [W4006

1939 Austin 10 Cambridge saloon wanted.—Motouristis (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

PRIDE & CLARKE, Ltd., the car buyers.—Austin 10s purchased for immediate cash; buyer will call. —Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon; £715.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039

NEWNHAMS, Ltd

1953 A40 Somerset saloon, black, heater, leather, etc., 12,000 miles; £645.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

R. C. WIMBUSH, Ltd., offers:—

1953 (Feb.) Austin A40 saloon, black, sunshine roof, heater, one owner; £595.—312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

OVERSEAS CARS, Ltd., offer:—

1952 Austin A40 saloon, green, leather upholstery, sliding head, heater, 12,000 miles only, perfect throughout; £625. For other Overseas Car bargains see page 53.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

COLLIVER-FISHER, Ltd., offer:

1949 Austin A40 4-door Devon saloon, Portland grey with blue leather upholstery, heater, rubber mats, recently fitted recond. engine, taxed year; £450.—Northwood, Middx. Tel. 777. [8473

CHIPSTEAD MOTORS, Ltd., offer:—

1952 Somerset A40, 16,000 miles, one owner, grey, heater, immaculate; £575.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin Somerset saloon, blue, hide upholstery, sliding roof, heater, 8,000 miles, taxed year; £665.

THREE months' guarantee; terms; list on application. Swiss Cottage, Finchley Rd., N.W.3. [C1051

GUY SALMON AUTOMOBILES offer:—

1952 Austin A40 Somerset saloon, one owner, excellent condition; £575.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1949 A40 Devon saloon, black/red leather, well maintained, highly recommended; £395.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40, excellent condition throughout, one owner, taxed; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

£495.—Austin A40 saloon, 1951, black, leather upholstery, heater, very good condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1951 A40 Countryman, very good condition; £475.—Highfield Garage, Laburnum 4705. [8256

AUSTIN A40

AUSTIN A40 saloon, 1951 (OS3), grey/brown leather, immaculate condition throughout; £535.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube Station), N.W.11. Speedwell 4701. [C2025

1953 Austin A40 Somerset, black/beige, htr., one owner, 15,000 miles; written guarantee; £645.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

1954 (Feb.) A40 saloon, grey, blue leather, heater, overriders, 6,000 miles, as new; £685.—Below:—

1951 Devon saloon, sliding roof, bottle green, brown hide, radio, heater, one owner, superb condition; £550.—Robbins, East Putney. Tel. 7881. [C3010

AUSTIN A40 saloon 1953, blue, guaranteed 11,500 miles, sliding roof, heater, etc., as new; £625.—Tel. Leek 436, office hours. [8228

1953 (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £645.

1948 (November) A40 Dorset saloon; £435; terms and exchanges.—Northways Garage, Swiss Cottage N.W.3. Primrose 1127. [C3026

1952 Austin A40 Somerset saloon, grey, heater, loose covers, taxed, one owner; £595.—Hale Motors, Ltd. Tot. 7771/4. [C2077

1954 (July) A40 saloon, 1,900 miles, heater, black; £685.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

OCTOBER 1953 Austin A40, blue, heater, leather, sliding head, covers, 7,000 miles, absolutely as new; £695; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1953 (August) A40 coupe, heater, 14,000 miles, one owner.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

1953 model Somerset, in immaculate condition; £595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

£399.—1949 Austin A40 saloon, black, beige leather, heater, mechanically and body good throughout, guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 3532.

1949 Austin A40 4-door saloon, green with fitted heater, in excellent condition, taxed year; £435.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [C1078/1

675 gns.—Austin A40, April 1954 Somerset convertible coupe, blue, leather, heater, one owner, 3,500 miles, brand new condition; terms, exchanges.—Rowland Smith, below.

575 gns.—Austin A40, October 1952 Somerset de luxe saloon, sliding head, leather, heater, small mileage, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 Austin A40 Somerset saloon, Balmoral blue, heater and leather upholstery, taxed, under 600 miles, as new; £695.—Page Motors, Ltd., High St., Epsom. Tel. 9691. [8429

JACK ROSE, Ltd. offer 1953 (September) A40 Somerset coupe, one owner, 11,000 miles, radio and heater, as new; £645.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£535!!!—1951 Austin A40 Countryman special 4/5-seater utility, carefully used example, fitted with heater; thoroughly recommended; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 Austin Somerset saloon, green, radio, heater and covers, excellent condition, low mileage, one owner; £625.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

ARCHIE SIMONS & Co., Ltd.—1953 (Dec.) Austin Somerset saloon, sun roof, colour cream, red hide upholstery, taxed, 7,000 miles, virtually as new; £645.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

1952 Austin A40 Somerset, heater, loose covers, 16,000 miles, as new; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-2-3. [C4008

1949 Austin A40 4-door saloon, blue, 9,000 miles since new engine, one owner, in excellent condition and appearance throughout, taxed year; £445. —L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. [C1078

1954 Austin A40 Somerset drop head foursome coupe, silver grey, 1,900 miles, Ace Rimbellishers, heater, leather, whole car as new; £740.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

PRIDE & CLARKE, Ltd.—1954 Austin A40 Somerset saloon, grey/blue leather, 3,000 miles, heater, £679; 1952, grey/beige, low mileage, radio, heater, £619; 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

TANKARD & SMITH, Ltd., offer 1951 Austin A40 saloon, black with brown leather upholstery, fitted heater, one owner, excellent condition throughout; £525; 3 months' written guarantee.—194/198, Kings Rd., Chelsea S.W.3. Flaxman 4801. [C4026

Austin A40 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A40 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ALMOST new A40 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

PRIVATE purchaser requires excellent 1951/2 A40 saloon.—68, Percy Rd., Hampton, Middx. [8213

AUSTIN A40 buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [W3018

PRIDE & CLARKE, Ltd., the car buyers.—Austin A40s purchased for immediate cash, buyer will call. —Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

AUSTIN TWELVE

1947 Austin 12/4 saloon de luxe, black, trimmed brown leather; £365; also

1946 as above, blue and blue, exceptionally clean; £350; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [8404

1946 (Oct.) 12hp saloon de luxe, black, blue hide, radio and heater; £365.—Robbins, East Putney. Tel. 7881. [C3010

£179—1939 Austin 12 de luxe saloon, good condition; terms.—Autosnips, 8, Balham High Rd., Balham 1509. [C1009

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 series Austin 16hp saloon, black, brown hide upholstery, rim embellishers, heater, moderate mileage; two owners, excellent; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Austin 16 saloon, new tyres, taxed, one owner; £390.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

HEARSES!!! £1,150. A selection from this price; attention address!!!
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [8254

1948 Austin 16, excellent condition; £435.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [3068

1948 Austin 16 de luxe saloon, finished black, brown leather interior, one owner; £365; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8403

LIMOUSINE Hirecars, 1951/52, forward occasionals, brown leather, nominal mileages, desirable condition, black, several available, competitive prices.

1100 miles 1953 Hirecar Limousine, partition, forward occasionals, leather throughout, black, new condition. Alpe & Saunders, Providence Court, North Audley Street Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN 16 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR 1949/51/53 Limousines urgently required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

W

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1949 Austin A90 convertible, leather and heater; £465.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

LONDON distributors.

1954 Austin A70 Hereford saloon, heater; £835.

1954 Austin A70 Hereford saloon, sliding head, heater; £815.

1954 Austin A70 Hereford saloon, sliding head, heater; £815.

CAR MART, Ltd. 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY.—The Hire Purchase specialists.

1950 Austin A90 Atlantic convertible coupe, manually operated hood and windows, superb mechanical order, just repainted, really immaculate, radio and heater fitted; 499gns or £131/19 deposit.

HIRE Purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

AUSTIN A70 & A90

B. J. HUNTER, Ltd., offer:—

1952 Austin A90 Atlantic saloon, fitted radio, heater, exceptional condition; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1950 (Nov.) Austin A70, grey, roof, heater, 23,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1952 Austin A90 Atlantic sports saloon, blue, heater, 10,000 miles; £665.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

PETER BANTOCK CAR SALES offer:—

1952 Austin A70 Hereford shooting brake, small mileage, one owner, in immaculate condition throughout; £595.—104, High Rd., Chiswick 2725/5870. [C1014

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Austin A70 saloon, radio, heater, taxed year; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1953 (Feb.) Austin A70 saloon, one owner, black/brown hide, radio, heater, fog lamp, reverse lamp, very highly recommended £625.

1952 (Aug.) Austin A70 saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1953 (May) Austin A70 Hereford saloon in black with brown leather upholstery, fitted with sunshine roof and heater, one owner, 28,000 miles, in showroom condition throughout; £660.

PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1951 A90 electric convertible, blue, radio, heater, 31,000 miles; £465.—Wimbledon 7159. [8378

1952 (Oct.) Austin A70, one owner, green, heater, 18,000 miles, excellent.—Tickford, Ltd., Temple Bar 3338. [C4029

1952 Austin A70, grey, brown leather, heater and radio, one owner, small mileage; £595.—Dunham & Haines, Luton 2100. [C1079

1951 Austin A70 Hereford saloon, carefully maintained; £535.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. King 8104. [C4053

G & M ALFREDS (1936), Ltd.—1951 Austin A90 Atlantic saloon, radio, heater, above average; £555.—6-7, Warren St., W.1. Euston 3268. [C1005

1952 Austin A70 convertible, black, green interior, 13,000 miles only; £665.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

£445—1950 Austin A70 saloon, black, beige leather, heater, very nice condition throughout; guaranteed.—Kings Motors, 1, High St., Hounslow. Tel. 3532. C2049

1953 Austin A70 sun saloon, one owner, loose covers, as new, B.M.C. warranty given, taxed; £695.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mal. 6109. [C4055/1

1950 (November) A70 saloon, heater, mileage 17,000, very careful owner, exceptional condition; £495.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [8401

£595!!!—Austin Atlantic sports saloon, 1952, smart duo finish with rich hide upholstery, heater and wireless built in, reasonably moderate total mileage and quite a nice car all round.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue; open till 8 p.m. [C1035

HILLWOOD MOTORS.—Austin A70 1951 model, grey, brown leather, fitted heater, has had one careful owner and is in really fine condition, wonderful value for £495.—Mill Hill 4232; open 9-8, Mon.-Sat. [8273

A90 power-operated convertible, regd. 1950, one owner, metallic grey with beige, excellent tyres, well-maintained condition; £475.—Wheeler & Ayland, Ltd., Reading Rd., Basingstoke. Tel. 386. [8417

£589!!!—1952 series Austin A90 special sports saloon, a particularly attractive example, very small mileage, fitted with heater and radio and many extras; this car cost practically £1,500 and is a real opportunity; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Austin A70 and A90 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0353/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70 cars for cash

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

ALMOST new A70 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

REQUIRED, really good Austin A70.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Austin A70 and A90 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

£350—1938 Austin 18 7-seater, black, very good condition, fitted oil Fram.—Tel. 514. [8396

375gns.—1938 Austin Windsor 7-seater, exceptional condition; ex. small car.—Auto Engineering, Willsons Rd., Ramsgate. Thanet 52696. [8175

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

1938/39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Twenty Cars Wanted

1937/38 Limousines wanted, good condition essential, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

HEARSES!!! £1,150. A selection from this price; attention address!!!
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. 'Phone Richmond 1161. [8255

1950 Austin Princess, all extras, black, grey hide, seat covers, exceptional condition.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C3038

1952 Sheerline sal., black, heater, radio, 13,500 miles, one owner; £775.—May. 5242. [C3030

1951 Sheerline, black, unblemished appearance, very good mechanical condition, fully equipped; £695.—Below.

1950 (November) Sheerline, grey, grey leather, full equipment, very good mechanical condition; £635; written guarantee; h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., High Rd., East Finchley, N.2. Finchley 0052/53/54 any time. [C4065

1954 (July) Austin Sheerline, 385 miles; only £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

G & M ALFREDS (1936), Ltd.—1953 Austin Princess saloon, superb order throughout. —6-7, Warren St., W.1. Euston 3268. [C1005

A & S Limousines 1951 Partition Forward occasions original private owner selection competitive prices.

LIMOUSINE, 1952, partition, extra wide occasionals, genuine mileage 3,000, black, immaculate. £1595. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

GORDON CARS (LONDON), Ltd.—1953 Austin Sheerline saloon, excellent condition £995; 1952 Austin Princess saloon, grey, 15,000 miles £1,250.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

EXCHANGE or sell 1951 Austin Sheerline, black and chrome, as new, very low mileage, fitted every conceivable extra; will exchange low-mileage Zephyr or Zodiac or sell £900; cash adjustment either way.

LES STEWART & SONS, Automobile Engineers, 39/43, Cambridge St., Heaviley, Stockport, Cheshire. Tel. Stockport 4470 [8459

12000 miles only 1952 Austin Princess saloon, radio, heater; £1,295.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0352/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A125 cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

TOP prices paid for Sheerline limousines.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [8236

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting. Alpe & Saunders Ltd. 2 Providence Court, North Audley St. Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A40 convertible coupe, black, red upholstery, radio, heater, recorded mileage 8,000; £645.

1950 Austin A90 convertible coupe, black, beige upholstery, electrically operated hood, radio, heater; £515.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Austin.—Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

Austin Spares and Service

FAIRLEY'S (Reg Phillips) are first choice for all Austin spares, '32-'49 by return post.—John St., Sheffield, 22876. [4933

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

A

FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock; Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232

THE CAR MART, Ltd.

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd. Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211 [0271/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0916/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0500/R

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274/5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

CHIPSTEAD MOTORS, Ltd., offer:—

1954 model Austin-Healey, red, black leather, one owner, heater, overdrive, immaculate; offers.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

DUNCAN HAMILTON & Co. offer:—

1954 model Austin-Healey 4,000 miles, red with heater, overdrive, etc., immaculate; £975.—33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1091

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (May) Austin-Healey, blue, 1,700 miles, quite as new, recommended without reserve; £925.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

BROOKLANDS: individuality, new and used cars.

1954 Austin-Healey 100, latest models, heater, low mileage.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1954 (reg. late 1953), overdrive, many extras, taxed, as new; bargain, £895; terms arranged; consider exchange.—Buckhurst 1773. [8437

1954 (June) Austin-Healey, blue, 6,800 miles, overdrive, heater, perfect condition; offers.—Treffry, Porthpean, St. Austell, Cornwall. [8357

1954 (March) Austin-Healey, 3,000 miles; £965.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

AUSTIN-HEALEY 100 sports 2-seater, 1954 (June), blue with blue leather, and fitted overdrive, total mileage 1,000 only, as new, one owner; £925.

NEWBURY MOTORS, Ltd., Manor Lane, Halesowen, Worcestershire. Tel. Hal. 1641/2. [8234

G&M ALFREDS (1936), Ltd.—1953 (October) Austin-Healey sports 2-seater, heater, overdrive, 1954 improvements, 3,000 miles only; £855.—6-7, Warren St., W.1. Euston 3268. [C1005

Austin-Healey Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN-HEALEY cars for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [W4004

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick.

AUTOVIA

£325!!!—Absolute bargain! 1938 (November) Autovia luxurious 4-door sports saloon, originally £1,000, faultlessly maintained by late owner; an outstanding example; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

BENTLEY (3½, 4¼-litre and New 4½-litre)

J

B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—

1954 4½-litre standard saloon with automatic gear box, 2 shades of grey, one owner, 6,200 miles; £4,350.

1953 4½-litre standard saloon with automatic gear box, velvet green, one owner, 7,000 miles; £4,250.

1953 4½-litre standard saloon with large boot, dual green with grey hide, one owner, upholstery covers, 24,000 miles; £3,650.

1953 4½-litre standard saloon with large boot, metallic pale fawn and black with beige leather, one owner, 23,500 miles; £3,650.

1953 4½-litre standard saloon with large boot, Tudor grey with grey leather, one owner, 42,000 miles; £3,250.

1952 4½-litre standard saloon with large boot, Tudor grey with grey hide, 22,000 miles; £3,250.

1952 4½-litre standard saloon, dual grey with grey leather, one owner, 35,800 miles; £2,800.

1951 4¼-litre standard saloon, black/beige leather, 27,600 miles; £2,550.

1950 4¼-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,575.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON

RIPPON.

RIPPON BROS., Ltd.,

THE Northern Bentley specialists, offer the following cars, in first-class condition:—

1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.

FOR further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. [0906/R

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1934 Bentley 3½-litre sports saloon, coachwork by Hooper & Co., absolutely immaculate throughout, second in its class in a recent concours d'élégance; 459gns or £121/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

L. F. WARD, Ltd

1934 Rolls-Bentley Barker sports saloon, very clean car.—L. F. Ward, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath 3347. [C4043

L. F. WARD, Ltd

1936 4¼ Park Ward coupe, excellent condition.—L. F. Ward, Ltd., Grange Rd. Garage, Grange Rd. Thornton Heath 3347. [C4043

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 standard steel saloon, finished in 2-tone green with grey hide automatic transmission; £4,350.

1952 Hooper wide body sports saloon, with curved windscreen, finished in black with beige hide to the front and beige cloth to the rear, 10,000 miles only; £5,150.

1952 standard steel saloon 4½-litre, black with tan hide; £3,500.

1952 standard steel saloon 4½-litre duo-grey with maroon hide, 23,000 miles, immaculate, one owner; £2,950.

1951 standard steel saloon, 4½-litre, duo-grey with light blue hide, 25,000 miles, immaculate; £2,750.

1950 standard steel saloon black and Tudor grey with pale blue hide; £2,450.

1950 standard steel saloon, black and primrose with tan hide; £2,450.

1948 standard steel saloon grey with brown hide; £1,775.

WE are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles to disposal.

H. R. OWEN, Ltd.

17 Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

R. F. FUGGLE, Ltd.

1937 4¼-litre Bentley, coachwork by Hooper, the full history of this car is available and it is in most excellent condition; £915.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

1936 3½-litre Bentley sports saloon, black and green, in very nice condition throughout; £495.—Prospect 4424. [8410

BENTLEY (3½, 4¼-litre and New 4½-litre)

IMMEDIATE delivery.

1954 (April) Bentley Mark VI 4½-litre standard steel saloon with automatic gearbox, supplied by us new to one careful owner and available only for resale through unforeseen circumstances, 4,000 genuine miles, in positively new condition, finished in midnight blue with red hide.

LOXHAMS, Rolls-Royce and Bentley showrooms

FISHERGATE, Preston.

TEL. 4245. Preston Tel. 4245. [C2064

MANN EGERTON & Co., Ltd.

1951 Bentley steel saloon, midnight blue, beige leather, 25,000 miles; £2,650.

1950 Bentley H. J. Mulliner saloon, grey with dark green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. [C2006

EVANS & O'MALLEY, offer:—

1938 (Dec.) Bentley 4¼-litre saloon by Park Ward, finished black with red hide upholstery, fitted with modified 17in wheels, heater, sun roof, exceptional condition throughout; £875.

1935 Bentley 3½-litre saloon by Park Ward, finished metallic grey and red hide upholstery; this car is well above average throughout; £595.

LOWNDES Square, Knightsbridge, S.W.1. Sloane 1353 and 1709. [9416

MASCOT MOTORS, Ltd., offer:—

1937 4¼-litre Owen sedanca coupe; £750.

1937 4¼-litre Vanden Plas sports saloon; £750.

1935 3½-litre Hooper foursome drop head coupe; £595.

1935 3½-litre Mann Egerton sports saloon; £595.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

CREST OF BOURNEMOUTH, offer:—

1940 Bentley 4¼ overdrive, full razor edge saloon by Park Ward, winner of several concours d'elegance, recent engine overhaul by makers, H.M.V. radio, painted grey with grey hide upholstery; £1,265.

1939 Bentley 4¼ overdrive by James Young 2-door saloon, radio and heater; £1,175.

1937 Bentley Park Ward saloon, excellent history, black and cream; £785.

1934 Bentley Park Ward saloon, radio and heater; £485.

STAGSDEN Garage, 14, Westcliff Rd., Bournemouth 7160. [C4080

SANDERSON & HOLMES, Ltd., Derby.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. [C4073

GUY SALMON AUTOMOBILES, offer:—

1948 Bentley Mark VI, fitted H. J. Mulliner 4-door sports saloon, 18,000 miles only from new, one owner, metallic grey, grey leather; £2,550.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1951 (May delivery) Mark VI standard steel saloon, grey with red hide, one owner, 26,000 miles, new condition; £2,475.

1947 (October delivery) Mark VI standard steel saloon, black, fawn hide, 48,000 miles only, beautifully maintained; £1,675.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

COOMBS & SON (GUILDFORD), Ltd., offer:—

1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SON (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907 [C2051

MAIDSTONE ENGINEERING CO. offer the following:—

1934 Bentley 3½-litre 2-door sports saloon finished black with fawn leather interior, Ace discs; £450.

1935 Bentley 3½-litre Park Ward sportsman's saloon, black with brown leather interior; £595.

1936 Bentley 3½-litre fitted with beautiful Hooper sportsman's saloon bodywork, colour navy blue bodywork with black wings and brown leather interior, in really magnificent condition throughout; £750.

1937 Bentley 4¼-litre James Young sports 2-door drop head coupe; £875.

1938 Bentley 4¼-litre Park Ward sports saloon, silver grey; £850.

1938 Bentley 4¼-litre Park Ward sports saloon, black with green interior; £850.

ALL the above cars are in really excellent condition throughout, all fitted with new tyres and new batteries where necessary, all cars are open to any examination or trial.

IMMEDIATE hire purchase and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. [C3000

SWANMORE GARAGE, Ltd.—See our display advt. on page 406 [C4024

ACRES offer 1935 Bentley 3½-litre Park Ward saloon, immaculate condition; £550.

ACRES offer 1934 Bentley, metallic blue, very good condition; £425.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. [C1002

£625.—1936 Bentley 4¼ Park Ward saloon, black, red leather, taxed.—Rogers Garages, 22, Chiswick High Rd., W.4. Chi. 6780. [C3054

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1937 (February) 4¼ Thrupp & Maberly saloon, excellent condition; £725. Another

1934 3½ Thrupp and Maberly saloon; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042/1

CHARLES FOLLETT, Ltd., Officially Appointed Rolls-Royce & Bentley Retailers and Repairers, offer:—

1951 Bentley Mk. VI saloon, 35,000 miles, one owner, black, chauffeur driven, exceptional condition; £2,475.

1949 Bentley Mk. VI saloon, two owners, 59,000 miles, most carefully maintained; £1,975.

1947 Bentley Mk. VI saloon, black, two owners, recently fitted replacement engine, full flow oil filter, really outstanding order; £1,835.

ALL the above cars are guaranteed for 12 months.

PART exchange and hire purchase arranged.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1937 Bentley 4¼ Mulliner saloon, black with grey upholstery, radio, attractive car; terms, exchanges; £750.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle-under-Lyme. Tel. 66266/7/8. [8265

1936/7 Bentley 4½ saloon; £580; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [5722

1952 Bentley, velvet green, 30,000 miles only, indistinguishable new; £2,850.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0621-2. [C3040

£750—4¼-litre sports saloon, over £500 spent with makers, full service history, photo.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. [C2022

1951 Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £3,000.—Tickford, Ltd., Temple Bar 3338. [C4029

MULLINER 3½-litre sportsman saloon, late property of notability; £475; terms and exchanges.—Searle, 45 Park Rd., Hampton Hill, Middx. Molesey 4614. [C4069

1935 3½-litre Park Ward saloon in fine condition, having done only moderate mileage; £495.—Todd, 27, Couchmore Ave., Esher, Surrey. Emberbrook 4983. [8475

BENTLEY 4¼-litre 1949 (Aug.) Mark VI saloon, grey with grey upholstery, fitted H.M.V. radio and heater, new engine recently fitted, a superbly maintained car; £2,000.

NEWBURY MOTORS, Ltd., Manor Lane, Halesowen, Worcestershire. Tel. Hal. 1641-2. [8232

1936 (late) 3½-litre Bentley Park Ward foursome drop head coupe, in exceptional condition throughout; £745.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2042

1936 Bentley 4¼ sports saloon, exceptional condition, with radio and heater, taxed; £675. Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. [C2019

1952 (reg. Nov., 1951) Bentley Mark VI big bore, finished in grey, one owner, 57,000 miles; £2,450.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050/1

1952 Bentley, special colour scheme 2-tone beige, bench seat, chromium discs, 24,000 miles only; this car must be seen as description belies its condition; £2,950.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821. [C3040/1

BENTLEY Mark VI 4½-litre (big bore), first reg. May, 1952, finished black with brown leather, 30,000 miles only, absolutely immaculate; £2,750.—Claytons Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1949 (January) Bentley Mark VI P.S.C. saloon, new pistons 1 month ago, grey/leather, most beautifully kept; £1,695.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C4056

1949 Bentley Mark VI, with unorthodox but attractive wooden body, close ratio gear box, one owner, 26,000 miles only, full history, an outstanding car; £1,550.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1954 (March) Bentley steel sports saloon, automatic gearbox, 4,200 miles, black pearl and shell grey, grey hide, loose covers, indistinguishable from new; £4,500.—Organs of Oxford, Rolls and Bentley Special Retailers, Banbury Rd., Oxford. Tel. 59613-4. [7910

1938 Bentley 4¼-litre 2-door foursome drop head coupe, finished in 2-tone grey, with red leather upholstery, fawn carpets, fitted grey mohair hood; further details including price required upon request.—Hoffmanns of Leicester, Ltd., Daimler House, 31, London Rd., Leicester. [8207

895 gns.—Bentley (September) 1939 4½-litre Park Ward 4-door sports saloon, black, sliding head, brown leather, overdrive, H.M.V. radio, Ace discs, carefully used; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

BENTLEY 3½-litre wanted privately, 1936 model preferred, either sun saloon or drophead; only offers in superlative condition, please.—Box 7841. [8343

Bentley Cars Wanted

CM

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JACK

OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

H. A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

SPECIMEN post-war Bentley; reasonable.—Weybridge 600. [W4025

BENTLEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

XXX H. F. Edwards offer immediate cash for good Bentley.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 813. [0540/R

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357/R

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

Bentley Spares and Service

JACK

OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3 Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362 [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251 [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small, free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0627/R

BORGWARD

METCALFE & MUNDY, Ltd.

1953 Borgward Hansa diesel 1800 saloon, olive green, 4-door saloon, window washers, rimbellishers, radio and heater, 4,000 miles, literally brand new.

CONCESSIONAIRES for Great Britain: Metcalfe & Mundy, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

BRISTOL

BROOKLANDS: Individuality, new and used cars.

1951 Bristol 401 saloon, radio, heater, colour heather grey.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

BRISTOL.—Yorkshire distributors offer large selection of Bristols.

H. R. MARTINDALE, Ltd., Harrison St., Briggate, Leeds, 1. Tel. 20114. [8189

1949 Bristol Type 400 saloon, one owner, fitted 85c engine, radio and heater, as new; £965.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1948 Bristol 400 saloon, recent mechanical overhaul approximately £250, open to any examination; £775; exchanges.—Welwyn Service Depot, Ltd., Hatfield 2178. [8308

BRISTOL

1951 (July) Bristol 401 saloon, 19,000 miles only, Cambridge grey, heater, radio, Michelin X tyres, immaculate and faultless condition; £1,475; terms.—Philip Foster, 106, High Street, Uxbridge. Tel. 4202. [8067

1950 model Bristol 401, first registered (Nov.) 1949, grey, pigskin upholstery, fitted heater, radio and loose covers, reconditioned engine fitted within the last 4,000 miles, specimen condition throughout; £1,350.—H. A. Saunders, Ldt., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

BRISTOL Type 403, reg. July, 1953, finished Cambridge grey, beige leather, 15,000 miles only, one owner, extras, mats, Bedford Cord loose covers, radio, heater, whole car immaculate; £2,275.—H. R. Martindale, Ltd., Bristol Distributors, Harrison St., Briggate, Leeds, 1. Tel. 20114. [8471

BRISTOL.—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol. Tel. 25280 [0474/R

1952 Bristol Type 401 saloon, heather grey with beige pigskin upholstery, fitted radio, heater, etc., this car is in outstanding condition having been regularly serviced and maintained regardless of cost; price £1,575.—Measham Motor Sales Organisation, Ltd., 30-34, Victoria St., Manchester, 3. Blackfriars 5146. [8122

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

BRISTOL 401, must be immaculate, immediate cash settlement for right car.

G. E. HARPER, London Rd., Stevenage. Tel. 700. [8286

BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hinckley, Leics. Tel. 558-9. [7938

K.D.M. & CHERRINGTON, Ltd., will buy good second-hand Bristols.—9, Albemarle Street, W.1. Gros. 5551. [W2054/R

XXX H. F. Edwards offer immediate cash for good Bristol.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A.

125 gns.—B.S.A. Scout late 1937 series 4 10hp sports 4-seater, grey, blue leather, Lucas pass light, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753. [0144/R

BUGATTI

TYPE 57 sports 4-seater; £525.—J. Lemon Burton, Lonsdale Rd., London, N.W.6. Maida Vale 1331. [0870/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

METCALFE & MUNDY, Ltd.

1953 Buick saloon, 9,000 miles, every conceivable extra, car literally in new condition in every way.

1950 Buick Super 51 saloon, 4-door, black, Dynaflow drive, 32,000 miles, one owner who has kept the car in immaculate condition, every luxury extra.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

RHD 1951 Riviera 4-door saloon, specimen car, radio and heater, black, low mileage.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£225!!!—Buick Viceroy saloon, 1939, Super Eight series, 6-seater body with gears on steering column, twin spares and many late type features, smooth luxurious performance, ideal car for private hire operator.

£275!!!—Buick Super Eight Pullman limousine, 1937, a car of great distinction and most impressive qualities, winding division, wide 3-seater occasionals, facing forwards, capacious luggage boot, excellent black finish, recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1947 series Buick Roadmaster l.h.d. 6-seater convertible coupe, in outstanding condition throughout, in pale blue, a dream to drive, a joy to behold; £750 or £250 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1940 Buick Century 4-door saloon, black, maroon trim, tartan loose covers, in late post-war condition throughout, considered one of the nicest yet seen; £350; consider exchange cash either way; terms available.—14, Offington Gardens, Worthing. Swandean 849. [C4027

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. the Buick buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Buick Cars Wanted

7-PASSENGER, 1938, good condition partitioned Limousine required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R

CADILLAC

LIMOUSINE, 1949 L.H.D., partition, widest forward occasionals, lavish electrical equipment, 39,000, excellent condition throughout, black. £1265. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

1952 Cadillac 75 limousine 7-seater, chauffeur kept, 10,000 miles, super luxury car, enormous interior accommodation; £3,450.—Taylor & Crawley, 42A, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C4056

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATER modern partitioned Limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

1952 Chevrolet 4-door sedan, immaculate; £950.—SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006

MAYNER MOTORS, Ltd., Chevrolet main dealers.

EARLY delivery of new Bel Air 4-door sedan, with Powerglide transmission and to full luxury specification.

CHEVROLET spares and service; good used cars for sale and wanted.

2—6, Southampton St., Southampton. Tel. 23266-24944 [7595

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

1954 Chevrolet 4-dr., r.h.d., Bel Air saloon, 6,000 miles only, radio, heater, Powerglide transmission, seat covers; £2,095.

1951 Chevrolet, 4-dr., r.h.d., Styleline de luxe saloon, heater, 36,000 miles; £1,195.

OTHER Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, London, W.C.2 (Adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

CHEVROLET 1949-50 sedan, 2-door, 20,000 miles, one owner, excellent condition.—Guillauman, 54, Castle St., Liverpool, 2. Central 3939. [8388

1954 Chevrolet Bel-Air 4-door saloon, very low mileage, all extras.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

1954 (May) Chevrolet "Bel Air" 4-door sedan, fitted Powerglide transmission, radio, heater, loose seat covers, wheel discs and many extras, 5,000 miles only, as new, finished blue.

PEARSON'S OF LIVERPOOL, Ltd., 3-5-7, Shaw St., Liverpool 6. Tel. North 1246-7-8. [7862

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588 [S1027/R

CHRYSLER

1939 Chrysler saloon, black, leather upholstery; £125; exchanges; terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1952 Chrysler Imperial 4-door saloon de luxe l.h.d. automatic transmission, power steering, power brakes, radio and heater, 6,000 miles; £1,850.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-SEATER, 1938/39, good condition 24/28hp. Limousines required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.,

CHRYSLER distributors spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555-2155 [0405/R

CITROEN

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

RUSSELL MOTORS offer:—

1949 Light 15 Citroen, radio, heater, sliding roof, etc., any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

METCALFE & MUNDY, Ltd.

1951 Citroen Light 15 saloon, 40,000 miles, in nice condition in every way; £495.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

H. BEART & CO., Ltd. offer:—

1950 Citroen Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout; £495.—102, London Rd., Kingston-on-Thames, Kingston 3348. [C1081

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1952 Welwyn 481-2-3, offer:—Citroen Big 6 saloon, finished maroon, beige leather, fitted radio, heater spotlamps, windscreen washers and many extras, immaculate condition throughout; £625. [C1001

1947 Citroen 15, grey, red leather, taxed December, recent overhaul; £350.—Mayfair 0131. [C3008

1950 Citroen 15 saloon; £595; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1953 (Sept.) Citroen 15 saloon, radio, etc.; £795.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 (July) Light 15, many extras, immaculate; £765.—71, Edgehill Court, Wimbledon, S.W.19. Wim. 2078. [8355

1948 Citroen Light 15, grey, taxed, very clean; £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

128 gns.—1935 Citroen 12hp saloon de luxe, very clean; ex. small car.—Auto Engineering, Willsons Rd., Ramsgate. Thanet 52696. [8176

1952 Citroen, black, 8,000 miles, owner going abroad; £650.—Vaughan, Rowan House, East Bergholt, Nr. Colchester. East Bergholt 280. [7975

1951 Citroen Light 15 saloon, fine condition, extras, 27,000 miles; £570 or nearest to close estate.—Gatensbury Column Garage, Shrewsbury. [7890

1953 (June) Citroen 6, black, red leather, 13,000 miles, one owner, unusually well kept; £950; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

LAYHAMS ENGINEERING Co., Croydon Rd., Caterham, Surrey.—1952 Citroen Light 15 saloon, black with red upholstery, fitted heater, recent overhaul at Citroen works; £650.—Caterham 2384. [8423

CITROEN distributors for sales, service and spares demonstrations can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R

1947 Light 15 saloon, finished in bronze, red leather upholstery, radio, etc., in excellent condition throughout.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007

1952 (September) Citroen Light 15 saloon, metallic grey with red leather interior, carefully used, recorded mileage 19,800; £595.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

295 gns.—Citroen Light 15, December, 1947, sports saloon, silding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Eampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 (August) Light 15, sunset grey, sliding roof, heater, radio, internal radiator blind, temperature gauge, Lucas Flamethrower and fog light, badge bar, wing mirrors, etc., 15,000 miles; £750.—Boutwood, Hazlebury, Birdham, Sussex. [8328

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Citroen Spares and Service

SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

WIDCOME GARAGES, Ltd., Pulteney Rd., Bath. 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service. [9334

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242/4, Brompton Rd., S.W.3. Ken 9464.

SPARES and Service: 137-143, High Rd., Chiswick, W.4. Chis. 6159, and 47, Montrose Place, Halkin St., S.W.1. Sloane 5490. [0727/R

Citroen Spares and Service

WOODFORD CAR MART, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls swivel joints reconditioned 48-hrs; all spares stocked. [0585/R

DAIMLER

BOON & PORTER, Ltd.

1939 2½-litre Daimler saloon, in magnificent condition, £365 spent on renovations in 1951, unrepeatable bargain; £345.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

DENHAMS for Daimler.

ALWAYS a selection of good used cars available.

DENHAMS GARAGE (ESHER), Ltd. Tel. 3560, Esher, Surrey. [8414

B. J. HUNTER, Ltd., offer:—

1947 Daimler 18hp saloon, maintained by makers, just fitted new tyres; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1953 Daimler 2½-litre Consort saloon, black, 9,000 miles only; £1,275.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1950 Daimler 2½-litre saloon, duo brown, brown upholstery, radio, heater; £795.

836—842, High Rd., N.12. Hillside 5272 (3 lines). [C2027

STRATSTONE, Ltd., Daimler distributors.

DAIMLER Straight Eight touring limousine, Hooper (1952), blue, cloth; £2,950.

DAIMLER 2½-litre Century saloon (May, 1954), bronze, green leather, 4,000 miles; £1,525.

DAIMLER 2½-litre Conquest saloon (1954), black, beige leather, 8,000 miles; £1,350.

DAIMLER 2½-litre Conquest saloon (1953), black, red leather; £1,195.

DAIMLER 2½-litre Barker coupe (1950), dual green; £850.

DAIMLER 2½-litre saloon (Sept., 1948), black, brown leather £725.

DAIMLER Straight Eight limousine, 7-seater, face forward occasional seats; £595.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton. (22247.)

1951 2½-litre Hooper Empress saloon, grey, blue hide, radio, heater, very low mileage, one owner, superb condition throughout, any trial, part exchanges. [8327

1952 Daimler Consort saloon, black, one owner, radio, 15,000 miles, as new; £1,045.

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

GORDON CARS (LONDON), Ltd.—1952 Daimler Consort saloon, one owner, excellent condition; £1,025.

1953 Daimler Conquest saloon, 1,000 miles only; £1,295.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1951 Daimler Consort saloon, one owner, as new throughout, finished in black with blue leather; £795.

GROSVENOR MOTORS (MANCHESTER) Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

£895!!!—1952 Daimler Consort saloon, metallic finish with red hide interior, handsome stately car, carefully used.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

DAIMLER Straight 8 7-seater limousine by Hooper, face forward occasionals, new tyres, immaculate inside and out; bargain, £265.—Western 5315, London. [6956

1953 Daimler (October) Conquest saloon, black, mileage 6,000 only, as new throughout; £1,195.—H. C. Paul Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

ASK Ralph Clews about your Daimler exchange for a new or used model; write or 'phone the long-established Daimler agents.—Coventry Motor Mart, Ltd., Coventry 2146-7. [0444

1954 (Mar.) Daimler Conquest saloon, black, green upholstery, 2,000 miles, director's car, equal to new; £200 under list £1,295.—Lovell's Garage, Westgate, Peterborough 2001. [8479

ARCHIE SIMONS & Co., Ltd.—1952 Daimler Consort saloon, black/brown, fitted radio and heater, 15,000 miles, one meticulous owner since new; £1,075.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1125 gns.—Daimler, late 1953, 2½-litre Conquest saloon, blue leather, H.M.V. radio, heater, one very careful owner, small mileage; terms, exchanges.—Rowland Smith, below.

695 gns.—Daimler, 1950 2½-litre de luxe saloon, black, sliding head, leather, preselector, heater, one careful owner, unmarked; terms, exchanges.—Rowland Smith, below.

175 gns.—Daimler New 15, late 1937 saloon, blue and black, sliding head, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

ROSE & YOUNG, Ltd., offer:—1953 (Oct.) Daimler Conquest saloon, low mileage, one owner, fitted radio, whole car as new, black; £1,125.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464 [C3057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

FOR sale by Sheffield owner, July 1950 Daimler Consort saloon 2½-litre, blue with blue leather upholstery, fitted with Ace Rimbellishers, heater and long range lamps, chauffeur driven, good mechanical condition, inspection invited; price £750.—Apply Box 7730. [8132

1948 (Sept.) Daimler 36hp Straight 8 Windover saloon, dk. green with green upholstery, mileage 10,600, one owner; £1,175.—James Windsor and Son (Mansfield), Ltd., Nottingham Rd., Mansfield 2401/2. [8476

DAIMLER 2½-litre 1939 sports sunshine saloon, heater, Ace discs, until recently property of Daimler director and maintained regardless of cost, bodywork absolutely sound, all tyres and battery excellent, chauffeur kept from new; private sale £350.—Tel. Birmingham-Victoria 0505 or Henley-in-Arden 120 (weekend). [8384

A & S Limousine, 1939/E.L.24, partition, forward occasionals, black, privately chauffeured, exceptional throughout, immaculate, reasonable cost. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404. [W1043

CHARLES FOLLETT, Ltd., Official Daimler agents.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [W2010

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

A FINE and genuine Daimler wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, Daimler special sports 1950/2; must be first-class condition.—Thompson, 9, Beresford Drive, Southport. Tel. 88155. [8193

MODERN 27hp/36hp, Hooper 7-seater Limousine required. Details please. Alpe & Saunders Ltd, 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

Daimler Spares and Service

KINGSTON-ON-THAMES, Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St. Kin. 2241-2. [84053/R

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [5721

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DELAGE

1951 Delage D6 3-litre 4-door saloon (1951 show model), body by Autobineau of Paris, grey, blue leather front, cloth rear, 35,000 miles, Cotal electric gear box, immaculate condition; £950.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Delage Cars Wanted

REQUIRED, really good Delage.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

DELAHAYE

MODEL 175 Delahaye fitted with the most glamorous 2-seater super sports body ever designed by Saoutchik, has won every Concours it has entered, cost over £6,000, 3,000 miles odd; price £2,975.—Taylor & Crawley, 42a, South Audley St. (entrance Adarne Row), Mayfair W.1. Grosvenor 6881. [C4036

DE SOTO

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

D.K.W.

1938 D.K.W. fabric saloon, used daily, fair condition; offers.—Cawdell, Redmarley, Gloucester. [8188

D.K.W., completely rebuilt, new engine, gear box unit, just run in, bills available, showroom condition, taxed.—Lee Green 6999, after 7. [8439

MAIN importers of genuine spares for all pre-war D.K.W. cars, service and maintenance.—Schenk Motor Engineering 465, Stretford Rd., Manchester, 16. Tra. 0325. [5621

D.K.W.—Three beautiful D.K.W. cars available; clients' own spares fitted, overhauls and repairs our specialty; good allowance for D.K.W. cars against new Ford cars.—B. & M. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0006/R

DODGE

1952 Dodge Coronet, r.h.d., Hydromatic, grey, show model, Belishers, wireless, heater, air conditioning, etc., 19,160 miles; £1,500.—J. Day, Broomfield, Chelmsford. [8312

DYNA-PANHARD

1951 Dyna-Panhard Type 110 saloon, in excellent condition, 2-tone blue, 32,000 miles, 40mpg; £395.—Fernhill Garage, Begbroke, Oxon. [8478

Dyna-Panhard Spares and Service

REPAIRS, reasonable prices! Parts; quotations free; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0988

FERRARI

1952 Ferrari 2.6 foursome drop head coupe, 12,000 miles only; £3,500; exchanges and h.p. arranged.—Welwyn Service Depot, Ltd., Hatfield 2178. [8307

1952 (Earls Court show model) Ferrari 4.1-litre saloon (the only one in this country) ex-David Brown body coach-built by Ghia, silver blue top, dark blue below waistline, 10,000 miles since new, mechanically perfect, reputed to be the fastest saloon car on the road.—H. A. Saunders, Ltd., 326/330, Euston Rd., N.W.1. Euston 4511. [C4040

FIAT

C. V. RUSHMER, the Fiat Specialist.—1951 500C coupe, actual show model, recon. engine, as new, 60 mph, 50 mpg, 3 months' guarantee.—39, Holland Park, W.11. Park 5731. [C3061

FIAT 500, 1937 convertible, engine fully reconditioned, 2,000 miles, new hood, tyres, crownwheel, pinion, etc., regularly maintained, taxed year, comprehensively insured; £175.—Box 7888. [8482

FIAT 1400, first registered 1953, amazing performance, fitted coil suspension all round, l.h.d., many extras; offers wanted; would consider exchange Austin-Healey, TR2.—1, Courtenay Gate, Hove 30128. [8429

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

195gns.—Fiat 500, 1939 model convertible coupe, leather very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MAYFAIR GARAGES, Ltd., have a number of post-war 500c ohv convertible and hardtop coupes in stock, both l/h and r/h drive, from £425 to £495; copy of "The Autocar" road test report of 500cc on request.—Below.

MAYFAIR GARAGES, Ltd.—Oct., 1938, 500 3-door station wagon, finished in Post Office red, nil mileage since reconditioned engine fitted by us, extremely smart car with outstanding road performance; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—Good selection of pre-war 1st and 2nd series convertible and hardtop coupes and saloons in stock; £195 to £295.—Below.

MAYFAIR GARAGES, Ltd.—Two 1100 508c saloons; £195 and £265.—Below.

MAYFAIR GARAGES, Ltd.—All Fiat cars carry 3 months' guarantee and are prepared for immediate and lasting service.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated literature, price list and copy of "The Autocar" road test report on request.—Below.

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., W.1. Mayfair 3104/5. Open 9-6, Sats. 9-1. [C3009

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, really good post-war Fiat.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6026. [0325/R

MAYFAIR GARAGES, Ltd., comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. [0632/R

S. & S. MOTORS.—Fiat 500cc spare stockists, retail and trade replacement service units.—165a, Westbourne Grove, W.11. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2 [S1071

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

AUTO SALES (LONDON), Ltd., offer:—

1954 Ford Anglia, several extras, including addition plating, grey, red interior; £635.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [8249

£415 1953 Ford Anglia saloon, black, low mileage, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Ford Anglia, black with red interior, 2,000 miles only, as new.—

REG TIMMS (MOTORS), Ltd., 28-30, High Town Rd., Luton. Tel. Luton 6749. [8444

FORD Anglia, 1950, black/brown upholstery, immaculate condition throughout; £345.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opposite Tube station). N.W.11. Speedwell 4701. [C2023

1953 (July) Anglia sal., black/brown upholstery, heater, fog lamp, 14,500 miles; £400.—May, 5242. [C3030

1946 Ford Anglia, black, tailored covers, heater, immaculate; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 (late) Ford Anglia, beige, one owner; £345; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1947 Ford Anglia saloon, guaranteed; £245, exchanges, terms.—Palmers, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

ANGLIA, 1946, new engine, overhauled, well kept, winkers, fog lamps. No dealers; £275, taxed.—Kingston 9032. [8430

1947 Ford Anglia, black, red interior, choice of 5, from £245.—Keiths Motor Co., Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080

1954 Anglia, black, negligible mileage, unmarked; £575.—Walter Scott, Ltd., 39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

290 Miles.—August, 1954, Ford Anglia saloon, black and red, taxed year; £635.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1953 Ford Anglia, one owner, heater, link mats, loose covers, overriders, taxed for the year, excellent condition; £415, exchanges and terms.—Regent Hire & Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C3079

PRIDE & CLARKE, Ltd.—1953 Ford Anglia saloons, black/beige, black/red, black/brown, choice 3 from £399; 1951, black/beige, £359; 1949, black/brown, £329; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD (8 h.p.)

195gns.—Ford 8, 1938 model saloon, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HILLWOOD MOTORS.—Ford 8 1938 de luxe saloon, black, red interior, loose covers and spot light, recon. engine, this is a clean, reliable and economical car that can be bought and driven away for only £195.—Mill Hill 4232. Open 9-8 Mon-Sat. [8274

Ford Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1954 Ford Popular, 10,000 miles; £410.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley N.12. Tel. Hillside 4444. [C3042

SLOCOMBES, Ltd.

1954 model Popular in grey and fitted heater; £435, another at £425, both with three months' guarantee, terms, part exchanges.—38-52, Dudden Hill Lane, Nr. Dollis Hill Underground, Willesden 4869. [C4017

395gns.—Ford Popular, April, 1954, Dorchester grey, one owner, 9,000 miles, spare unused; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 Ford Popular, Dorchester grey with blue interior, fitted with extras, genuine 8,000 miles, one owner, attractive and mechanically perfect, taxed; £395.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195. [C1054

Ford Popular Cars Wanted

FORD Popular wanted, new or small mileage.—61, Park Avenue, Sunderland. [7330

PRIDE & CLARKE, Ltd.—1953 Ford Popular saloons, grey/blue, black/red, 1,000 to 13,000 miles; choice 4 from £399; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

FORD PREFECT

ALLAN TAYLOR MOTORS, Ltd., offer

1950 Ford Prefect, black, leather upholstery, one owner, excellent condition, taxed December; £425.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [8491

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1947 Prefect, seat covers, twin spot light; £310.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd

1953 Ford Prefect saloon; £525.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1953 Ford Prefect, green/hide, 11,000 miles; £515.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1954 (September) Prefect, works mileage; £685.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006

1953 Prefect, 5,000 miles, absolutely as new; £515.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006

1953 Prefect saloon, black, red leather, superb condition; £499.—Robbins, East Putney. Tel. 7881. [C3010

1952 Prefect, radio, heater, one owner; £475.—Jack Posner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1939 '46 Ford Prefects, choice of three; £300-£340; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1949 Ford Prefect, l.h.s., very good runner; £240.—Smith & Hunter, 376 Kensington High St., W.14. Western 2312. [C4019

JACK ROSE, Ltd., offer: 1952 Ford Prefect saloon, green, 11,000 miles, almost as new; £485.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1953 Ford Prefect, black, leather, 6,000 miles only, loose covers, link mats, fog lamp, etc., absolutely as new, 3 months' guarantee; £495.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1947 Ford Prefect 4-door saloon, black, bench-type front seat, reconditioned engine 4,000, taxed year, excellent condition; £340.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3004

1948 Ford Prefect, in excellent condition, taxed December; £335.—110, Battersea Rise, S.W.11. Battersea 0349. [C1096

1948 Model Prefect, outstanding condition; £325, guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1948 (Nov.) Ford Prefect saloon, leather, reconditioned engine, superb condition; £350.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mal. 6109. [C4053

1953 Ford Prefect saloon, 7,000 miles only, Ace Rimbellishers, spot light, etc., absolutely immaculate condition; £525.—Hale Motors, Ltd. Tot. 7771-4. [C2077/1

PREFECT, 1950 model, beige, reconditioned engine, new clutch and gears, excellent condition; £395 o.n.o.—Regent 1234, Ext. 78; or Willesden 7111 after 7.30 p.m. [8426

1954 (July) new model Ford Prefect saloon, Dorchester grey, leather interior, many extras, 250 miles only; £685.—Hale Motors, Ltd. Tot. 7771-4. [C2077

HILLWOOD MOTORS.—Ford Prefect 1953 saloon, beige, 2-tone leather upholstery, driven for very few miles by one careful owner, the car has been kept like new; £515.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8275

KENTISH & THOMSON, Ltd.—1953 (July) Ford Prefect saloon fawn with brown leather, fitted covers and heater, excellent order throughout; £495.—564-6, Wickham Rd., Shirley, Croydon Springpark 3477. [C2047

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloons, black/beige, black/red, choice 2 from £469; 1950-1, beige red, £399; 1946, black/green, £299; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

LAMBS OF WOOD GREEN offer a selection of Ford Prefect saloons serviced and immediately ready for the road, first class mechanical order, good coachwork; pre-war from £220, post-war from £275; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd. Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 (late) Ford Prefect saloon, genuine 4,000 miles only one private owner, finished black, beige leather, spare unused, taxed December, as brand new; £535 with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

FORD (10 h.p.)

1935 Ford 10 4-door saloon, cloth interior, but very clean, good black exterior and sound mechanically; any trial; £95 or £45 deposit, balance over 18 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

Ford Ten Cars Wanted

GARDNER & Co. (HENDON), will buy your Ford Prefect.—Hendon 3359 and 6469. [W2074

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

Ford Ten Cars Wanted

PRIVATELY owned post-war Ford Prefect wanted, please write fullest particulars.—110, Battersea Rise, S.W.11. [C1096

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

50 Ford Prefect saloons wanted; why accept less for your Ford Prefect saloon when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

FORD CONSUL

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY; the hire purchase specialists.

1952 Ford Consul saloon, Dorchester grey cellulose with upholstery to match, radio and heater fitted, 26,000 miles, choice of six others; 569gns or £120/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150yds.). [C4047

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1954 Ford Consul, black, heater, 6,800 miles; £715.

1953 Ford Consul, opal, heater, 10,000 miles; £665.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

GORDON CARS (LONDON), Ltd.—1954 Ford Consul saloon, 3,000 miles; £750.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [2023

G & M ALFREDS (1936), Ltd.—1954 Ford Consul, leather upholstery, extras, 2,000 miles only.

1952 Ford Consul, heater, superb order.

1954 Ford convertible coupe, heater, leather, 4,000 miles.—6-7, Warren St., W.1. Euston 3268. [C1005

1953 (September) Ford Consul saloon; £675.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1953 (Oct.) Ford Consul, Winchester blue, hide, htr., one owner, 5,000 miles; written guarantee; £705.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

£555.—1951 Ford Consul, green saloon, leather, heater, radio, etc., two owners, 18,000 miles, immaculate.

£860.—1954 Ford Consul convertible, blue, heater, leather, etc., as new, nominal mileage.—Rogers Garages, 22, Chiswick High Rd., W.4. Chi. 6780. [C3054

1951 Consul de luxe, radio, leather, heater; £575; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

1953 Consul, black/red, heater, extras, 16,000, one owner, excellent condition; £695.—Miller, Majoriebanks, Lochmaben, Dumfriesshire. [8354

£495.—1951 Ford Consul saloon, black, leather, very nice order throughout; no offers.—Turner, Ambassador 9658. [8369

1953 Consul, blue, leather, radio, heater, one careful owner, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037

1952 (late) Ford Consul, heater, leather, black, one owner; £610.—Measham Motor Sales Organisation, Ltd., 368, Kensington High St., W.14. Western 9821. [8465

1953 Ford Consul, Canterbury green, heater, 6,000 miles, perfectly maintained; £685; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

1954 (May) Consul saloon, black with red leather, only 2,600 miles, taxed Dec.; £710; accept smaller car part payment.—33, Newark Ave., Borough. [8319

1954 Ford Consul convertible, as new, Dorchester grey, red leather, fitted heater; £855.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1954 (Feb.) Ford Consul saloon, black, red leather upholstery, 9,000 miles, spotless condition; £695.—Reys Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6994. [8149

1954 (July) Consul, 3,000 miles, Dorchester grey/red, most carefully run in, extras, heater, demister, oil pressure and water temperature gauges, insured 12 months, still under maker's guarantee; £700.—Hainault 4796. [8371

HILLWOOD MOTORS.—Ford Consul, 1951, beige, fawn leather upholstery, built-in radio and heater, here is a chance to have one of these very popular cars with all extras for only £595.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8276

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloon, grey/beige leather, left-hand drive, 4,000 miles, radio, heater, £599; 1953, black/red (9,000 miles), grey/red (19,000 miles, heater), choice 2, £679; 1952, black/beige, black/red, both low mileage, heater, choice 2, £599; 1951, beige/beige, heater, radio, £569; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Ford Consul Cars Wanted

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

FORD Consul buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station N.2. Tudor 2301-2. [W3018

FORD ZODIAC

ZODIAC 1954, 10,000 miles, as new, many extras; £850.—Tel. Mill Hill 4033. [8467

£825.—Ford Zodiac, registered 21.12.53, 9,000 miles, undersealed, Bray immersion heater, radiator blind, carefully run and maintained.—Tel. Buxton (Derbyshire) 375. [8360

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1953 Ford Zephyr, colour black, with heater, 5,300 miles; £750

1953 Zephyr saloon, leather and heater; £675.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

SLOCOMBES, Ltd.

1953 model Ford Zephyr, grey with red leather, radio, heater, etc., and in fine order; £745; with 3 months' guarantee; terms; part exchanges.—38-52, Dudden Hill Lane, near Dollis Hill Underground, Willesden 4869. [C4017

AUTOMOBILIA, Ltd., offer:—

1951 (Aug.) Ford Zephyr 4-door de luxe saloon, olive, beige leather, radio, heater, screen-washers, twin spotlights, reversing lights, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4204/3841. [C1069

HAROLD SIMONS, Ltd., offer:—

1953 Zephyr 8,500 miles only, 3 carburettors with special manifold and special exhaust system by Servais, Handa overdrive in every gear which gives 40mph in 1st, 80mph in 2nd and 105mph in 3rd; petrol consumption 25mpg., also fitted with press-button radio, heater, demister, screen washers, covers, oil pressure gauge, thermometer, twin Lucas spotlights, wing mirrors, rear reflectors, and finished in Zodiac style red and fawn, with chromium strip, definitely a unique model, suitable only for a first-class driver; £875.—Below.

1953 Zephyr, one owner, leather, heater; £695; written guarantee, h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1954 Ford Zephyr, fawn, radio, heater, 6,000 miles; £815.

1953 Ford Zephyr, grey, heater, 9,000 miles; £715.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1954 Ford Zephyr saloon, radio, heater, hide, 5,000 miles; £795.

1953 Ford Zephyr saloon, radio, heater, hide, 8,000 miles; £755.

BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [C1027

£715.—1953 Ford Zephyr, blue, fitted with heater, 15,000 miles only, one owner.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1953 Ford Zephyr, fawn, red leather, heater; £650.—Gordon Woodcrson, 48a, Drewstead Rd., S.W.16. Streatham 5638. [C4059

1954 Ford Zephyr, black, red upholstery, heater, radio, 6-ply tyres, l/h drive, 12,000 miles, excellent condition; £725.—Box 7849. [8351

1953 Zephyr, green leather upholstery, heater, one owner, carefully used; £665.—K.J. Motors, Ltd., Bromley. Ravensbourne 3456. [8463

1952 Zephyr, black, red leather, heater, one owner; £575.—T. C. Harrison, 53/61, London Rd., Sheffield. Tel. 29091 [8420

1954 Zephyr sal., green/beige upholstery, heater, radio, windscreen washers, loose covers, licensed, under 2,000 miles; £815.—May. 5242. [C3030

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £675.—Campbell Symonds, Wembley 6262. [C1037

1954 (February) Ford Zephyr convertible coupe, power operated, grey, red hood, leather upholstery, H.M.V. radio, heater, one owner; £965.

RIPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 (July) Zephyr, green, with heater, 15,000 miles, immaculate, taxed year; £700.—Goldings Park Motor Co., Basingstoke. Tel. 1690. [8144

1953 Zephyr saloon, leather, heater, one careful owner small mileage; £695.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [7833

1953 Ford Zephyr, leather, heater, twin lamps, cream and red; £650.—Measham Motor Sales Organisation, Ltd., 368, Kensington High St., W.14. Western 9821. [8464

£638.—1952 Ford Zephyr de luxe saloon, leather, heater, radio, superb condition, written guarantee.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [8419

1953 (Feb.) Ford Zephyr, black and red, Ekco radio, heater, twin spot lights, twin wing mirrors, 13,000 miles, one owner, Ford engineer specimen car, taxed; £695.

1954 model (registered Nov. '53) Ford Zephyr, black and red leather, heater, wing mirrors, twin spot lights, genuine 7,000 miles, taxed; £745.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Zephyr Cars Wanted

FORD Zephyr buyers.—Motourists (London), Ltd., Gt. Nortn Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

ROWLAND SMITH S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

GATEHOUSE offer:—

1951 Ford Pilot saloon, black, extras; £425.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

W. J. BROWN, Ltd., established over 30 years.

1950 Ford Pilot, black, radio, heater; £415.

339 Finchley Rd., N.W.3 Hampstead 4414. [C1025

£225.—Superb one-owner 91A sedan, radio, loose covers, exchanges.—Prospect 7520. [C4068

1950 (November) Pilot saloon, black/beige leather, radio and heater; £385.—Robbins, East Putney. Tel. 7881. [C3010

1951 Pilot saloon, Cromard liners, radio, heater, loose covers, one owner, exceptionally good condition; price £425.—Twickenham Gravel Co., Ltd., Feltham 2638. [8390

1950 Ford Pilot, black, brown leather, heater, lovely car, in first-class condition; £360.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

1949 Ford Pilot saloon, black, brown leather, fitted radio and heater, guaranteed; £345, exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

Ford V.8 Cars Wanted

REQUIRED, really good Ford Pilot.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

UTILITY—FORD OR OTHER BODIES

1947 Ford V.8 station waggon (extra large body), recon. engine, new batteries; £100.—Haskins, Ladbroke 2155. [C3027

FORD MISCELLANEOUS

R.H.D. 1951 Ford Customs, radio and heater, black.

1951 l.h.d. Ford Customs.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 Ford Consul saloon, finished opal, fawn leather upholstery, heater, fog lamp, low mileage, one owner, immaculate condition throughout; £675.

1953 Ford Zephyr saloon, finished blue blue leather, radio, heater, white wall tyres, exterior visor, spot lamps, many extras, low mileage, one owner, immaculate condition throughout; £750. [C1001

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. Ham. 6041. [W4018/R

CHARLES FOLLETT, Ltd., Official Ford Agents.

SHOWROOMS.—18 Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores, Barnsdale Yard, off Elgin Ave., W.9 Cunningham 5936. [W2010

PRIVATELY owned Zephyr or Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

FORD Consul or Zephyr wanted, must be immaculate.—Full particulars and price to Box 7640. [7895

MANN, EGERTON, main Ford dealers, Ipswich, are prepared to pay high prices for small mileage Fords.—Tel. Ipswich 55401. [4597

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0224

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Enfo spares in the country from model A, V.8, W.D. types and tractor to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136 [S30*S/R

FRAZER NASH

BROOKLANDS.—Individuality new and used cars.

1954 Frazer Nash Targa Florio, under 2,000 miles, maroon and blue leather, immaculate condition.

BUY or sell with confidence, open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

FRAZER NASH

1951 series Frazer Nash Le Mans replica, 6,000 miles since new; this car is perfect throughout and must be seen and tried to be appreciated.—H. A. Saunders Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1937 Frazer Nash-B.M.W. 12hp type 315 sports saloon, one owner since new, 30,000 miles only, perfect condition; £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1939 327/80 Frazer Nash-B.M.W., fitted Bristol type 85C engine, close ratio gear box, 3.7 back axle; car with terrific performance; £525.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

RONALD KENT (COACHBUILDERS), Ltd., offer a (June) 1939 type 326 B.M.W foursome drop head coupe, in very exceptional condition throughout, completely disappearing new grey vynide hood and recellulosed in deep crimson by us; £465 or near offer; guaranteed; terms, exchanges.—Coalwharf Rd., Shepherd's Bush, W.12. She. 2231. [7635

BARTLETT Frazer Nash-B.M.W. 372/55 drop head coupe, reconditioned and tuned engine, Dunlopillo upholstery, special Lucas P700 head lamps, heater, twin spot lamps; the whole car in immaculate condition; probably the best example of this type available; also really superb 327/80 saloon.—27A, Pembridge Villas, W.11. [C1013

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

L. F. WARD, Ltd.

1949 Healey Duncan saloon, fitted replacement engine.—L. F. Ward, Ltd., Grange Rd, Garage, Grange Rd., Thornton Heath 3347. [C4043

B. J. HUNTER, Ltd., offer:—

1950 Healey Silverstone sport; 2-seater, fast and attractive; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Te. Gladstone 6303. [C2040

CHIPSTEAD MOTORS, Ltd., offer:

HEALEY 1948 beautiful 2-door foursome, reputed by Farina, speedo reading 39,000, recon. front suspension, dual fawn, specimen; £495.

CHIPSTEAD MOTORS, Ltd, 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1948 Healey Elliott drop head coupe, finished metallic blue, blue hood, blue leather upholstery, heater, only one of its kind ever made, excellent condition throughout; £650. [C1001

BROOKLANDS: sole concessionaires, Healey, new 4-seater saloon by Tickford and coupe by Abbott; immediate delivery.

1954 Healey 3-litre convertible.

1952 Healey Tickford saloons, maroon and black.

1951 Healey 2.4-litre Tickford saloon.

BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Tickford saloon, one owner, radio, heater, just recellulosed, 5 nearly new tyres, extremely smart, mechanically excellent; £775.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

ROSE & YOUNG, Ltd., offer 1952 Healey Abbot drop head coupe, immaculate condition throughout, green; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057/1

ROSE & YOUNG, Ltd., offer: 1949 Healey Sportsmobile 4-seater coupe, excellent condition, cost nearly £3,000 new, blue; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

HEALEY Tickford sports saloon, elephant grey/red interior, first registered July, 1951, in absolutely unmarked condition and is undoubtedly the most perfect specimen in the country for its year, one fastidious owner as can be seen by the maintenance log, which is available for inspection, condition belies its 37,000 miles; £950.—Carol's Garage, Ltd., Causeway Green, Oldbury, Birmingham. Bro. 1285 or 2700. [8372

Healey Cars Wanted

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers, Highest cash prices for Healey.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

HILLMAN 10

E.M.A., Ltd.

CALIFORNIAN hardtop coupe, latest model Hillman Mk VII, ivory and black, heater etc., taxed; £725.

E.M.A., Ltd., Rootes Group Distributors, Grove Rd, South, Southsea. Portsmouth 2168. [8295

ELM AUTOSALES offer:—

£595.—1952 Hillman Minx estate car, Phase V, one owner, 25,000 miles, metallic grey, interior unmarked, a really lovely example of this rare model.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

AUTOMOBILIA, Ltd., offer:—

1952 Hillman Minx foursome convertible coupe, mid green, beige leather, radio, heater, loose covers, low mileage, exceptional condition; £585.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

HILLMAN 10

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1951 Hillman Minx saloon, one owner, many extras, taxed, perfect condition; £510.

1949 Hillman Minx saloon, taxed; £435.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

REGENT SERVICE GARAGES.

AUTHORISED Hillman dealers offer:—

1947 Hillman Minx saloon, immaculate condition throughout, black, brown cloth and leather, heater, taxed year; £345.

EXCHANGES and terms.—Regent Hire & Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C3079

WARWICK WRIGHT, Ltd., offer:—

1953/4 Hillman Minx Mark VI and Mark VII, all models, including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £645.

1952 Hillman Minx Mark V convertible coupe, claret, heater, 11,000 miles; £595.

1952 Hillman Minx Mark V saloon, black, heater, 13,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHIPSTEAD MOTORS, Ltd., offer:—

1954 Minx convertible, 3,200 miles only, one owner, pastel blue, red leather, heater, genuine bargain; £695.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Series Hillman Minx saloon, heater, taxed; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1942 Minx, black; £265; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1949 Hillman Minx saloon, engine recently overhauled, splendid condition; £395.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus 4466. [C3023

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Hillmans.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a good deal for your money and after sales service; don't delay—ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1948 Hillman Minx saloon, black; £340.—Walton-on-Thames Motor Co., Ltd., Walton 200. [8194

1948 Hillman Minx 4-door saloon, black with brown interior, new tyres, excellent runner; £350.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

1953 (June) Hillman convertible, export model, one owner, under 10,000 miles, as new; £640.—Box 7800. [8220

G & M ALFREDS (1936), Ltd.—1954 Hillman convertible coupe, mileage 1,500.—6-7, Warren St., W.1. Euston 3268. [C1005

£589!!!—Hillman Minx Phase V convertible, very clean and attractive motor car, negligible mileage, unblemished condition.—Below.

£499!!!—1949/50 Hillman Minx Phase IV saloon, leather upholstery and many extras; particularly attractive.—Below.

£149!!!—Particularly attractive pre-war Hillman Minx saloon, very carefully used example, still with original carpeting and upholstery; a very genuine reliable motor car; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 Hillman Minx saloon, black, excellent condition throughout, recent overhaul, taxed, insured year, bargain; £345.—Tel. Aco. 8421. [8316

1948 (August) Minx saloon, Phase II, grey, genuine 26,500 miles, extras, immaculate; £360.—25, Park Lane, Tilehurst, Reading 67380. [8382

JACK ROSE, Ltd. offer 1951 Minx convertible, in blue with red leather, one owner; £495.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1954 Hillman saloon, Phase VII, 3,750 miles, claret, extras, in new condition; £665.—48, Clyde St., Oldham. Tel. Main 4879 in working hours. [8356

1953 Hillman Minx saloon, de luxe model, fitted heater, 4,000 miles; £645.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181/2. [C4051

1954 (June) Hillman Minx convertible coupe, black, loose covers, etc., cost £745, mileage 1,900; £695.—Mayday Motors, Ltd., Mayday Rd., Thornton Heath. Tho. 3475. [8451

1948 Hillman Minx, grey, exceptional condition throughout; £395; exchanges, h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2091

£225 o.n.o.—Hillman 10 1939 drop head coupe, immaculate, recellulosed blue, new hood, mechanically excellent.—16, Warren Rd., Farnborough, Kent.—Tel. Orpington 239. [8358

HILLMAN Minx drop head coupe (November, '52), finished in black with red upholstery, 6,000 miles only, taxed, as new.—E. Claybourn & Co., Ltd., 37, Hallgate, Doncaster. Tel. 3414. [8408

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1953 (January) Hillman Mark V drop head coupe, black with beige interior, fitted heater, speedometer 12,800 miles; £595.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C0073

1954 Hillman Minx Mark VII, 5,000 miles, as new condition, grey, red leather; £665.—Measham Motor Sales Organization, Ltd., 368, Kensington High St., W.14. Western 9821. [8466

1954 (April) Hillman Minx Californian, cream with pippin red top and red upholstery, mileage 3,176; £725.—Heightons, Thrapston, Northants. Thrapston 218. [8209

1952 Hillman Mark V saloon, under 17,000 miles, immaculate throughout, heater, guaranteed; £595.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1060

£229—1939 Hillman Minx 4-door de luxe, bargain; choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1952 Hillman Minx convertible, black, immaculate condition, low mileage, one owner; £575, exchanges; h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay 5929. [C2081/1

1952 Hillman Minx drop head coupe, one owner, modern mileage, taxed year; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1950 Hillman Minx Phase IV saloon, black, red leather, one owner, in exceptional condition throughout; £485; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1952 (September) Hillman Minx drop head coupe, maroon, beige interior, fitted heater, taxed, one owner, speedo reading 21,000; £560.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

A.Z. MOTORS for Hillman Minx bargains: 1950 saloon with loose covers, £450!!! 1946, perfect condition, £295!!! 1934 saloon, poor wings but healthy engine, £50!!! Call before they go.—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

HILLWOOD MOTORS.—Hillman Minx 1939 model, black, brown leather upholstery; this is a car for the fussy motorist with limited means; looks and drives like a car that cost much more than £195.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8278

195 gns.—Hillman Minx, 1939 de luxe saloon, grey, sliding head, leather, radio, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Hillman Minx coupe, 16,000 miles, one owner, fitted heater, screen washers, tonneau cover, Dunlopillo seat, etc., guaranteed 3 months; £645.—Hartwells Garage, Bourton-on-the-Water. Tel. 405. [8231

XXX Exceptional 1951 Hillman Minx saloon, finished fawn with red upholstery, in really delightful condition, recommended with confidence at the attractive price of £525; written guarantee; terms, exchanges.—H. F. Edwards, 28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

1938 Hillman 10 4-door saloon, very sound mechanically, excellent appearance, in green with unmarked green interior, any trial; £185 or £65 deposit balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

PRIDE & CLARKE, Ltd.—1954 Hillman Minx Phase VII drop head convertible coupe, grey/red leather, 700 miles, one owner, £699; 1954 saloon, blue/red leather, 2,000 miles, £669; 3 months' guarantee; terms; exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Hillman Cars Wanted

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2251.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

HILLMAN Minx, 1949 to 1954, wanted urgently.—Full details to Box 7643. [7898

EMA Ltd. Grove Rd., Southsea, Portsmouth 2168 [0409/R

ALL Hillman models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7056

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALMOST new Hillman required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

HILLMAN buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Fuder 2301-2. [W3018

XXX H. F. Edwards offer immediate cash for good Hillman.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

PRIDE & CLARKE, Ltd., the car buyers.—Hillmans purchased for immediate cash, buyer will call.—Tel. Brixton 1791, 158, Stockwell Rd., London, S.W.9. [W3068/R

Hillman Cars Wanted

PRIVATE purchaser requires excellent 1951/2 Minx saloon.—68, Percy Rd., Hampton, Middx. [8214

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46591. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

HOTCHKISS

BARTLETT.—Hotchkiss 1949, 100mph, full 4-seater saloon, one owner, low mileage, cost new approximately £2,400; price £695.—27a, Pembridge Villas, W.11. Bay. 0523. [C1013

H.R.G.

H.R.G. ENGINEERING Co., Ltd., for makers' spares, repairs and service.—Oakcroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [0370

H.R.G. Cars Wanted

REQUIRED, really good H.R.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0594/R

HUDSON

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

HUDSON Terraplane 17hp saloon, 6-seater, 1937, excellent condition throughout; £175 or offers.—Wild, 510, Manchester Rd., Warrington. [8325

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5 [0861/R

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

CAR MART, Ltd.

1951 Humber 27hp Super Snipe saloon, sliding head, heater; £575.—Car Mart Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1059

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III 7-passenger limousine, black, heater; £1,595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1953 Humber Hawk saloon, one owner, heater, superb condition; £795. — Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3060

R. C. WIMBUSH, Ltd., offer:—

1952 (Sept.) Humber Super Snipe, black with red hide, Rootes heater, 17,000 miles, one owner, spare unused; £695.—312 Earls Court Rd., S.W.5. Fremantle 8401. [C4056

WANSTEAD MOTORS, Ltd., offer:—

1951 model Humber Hawk, bronze, fitted heater, good condition; £575.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford. Valentine 1155-6-7. [C4042

WARWICK WRIGHT, Ltd., offer:—

1954 Humber Super Snipe Mark IV saloon, black, 11,000 miles; £1,095.

1954 Humber Hawk Mark V saloon, grey, heater, 6,000 miles; £865.

1954 Humber Hawk Mark V saloon, black, heater, 15,000 miles; £850.

1951 Humber Hawk Mark IV saloon, satin bronze, heater, 17,000 miles; £675.

1952 (Nov.) Humber Hawk Mark V saloon, blue, heater, 26,000 miles; £750.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

HUMBER Hawk saloon (May, 1953), black; £825.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Humber Super Snipe saloon, in black, with heater and radio, 19,000 miles guaranteed; £995.

1953 Humber Hawk saloon, in black, with heater and trim rings, 3,900 miles, guaranteed; £845.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [7930

HUMBER Super Snipe 1949, grey, heater, taxed; £420 o.n.o.—Box 7843. [8345

HUMBER Super Snipe saloon with division (April, 1951), black; £575.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022/1

HUMBER

CAMDEN MOTORS, specialists in limousine, offer the following Humbers:—

HUMBER Imperial 1951, Mark III series, radio, heater, leather upholstery, immaculate black coachwork, a superb specimen; £1,095.

HUMBER Pullman limousine 1953, with electric division, H.M.V. radio (armrest control model), twin heaters, screenwash, privately chauffered for wealthy owner, absolutely immaculate in every respect, very low mileage indeed; £1,895.

HUMBER Pullman limousine Mark III 1952, late delivery heaters, etc., one owner, taxed privately, moderate mileage; £1,295.

HUMBER Pullman limousine Mark III 1951, fitted tailored seat covers in dark red over special leather upholstery, privately owned and in extremely good order throughout; £1,195.

HUMBER Pullman limousine 1951, similar Mark III series to above, slightly higher mileage but in very nice condition; £1,145.

HUMBER Imperial 1952, the most immaculate specimen Mark III series we have handled, beautiful leather upholstery to all seats including the occasionals, H.M.V. radio, heater, screenwashers, seat covers, wing mirrors, the finest value obtainable; £1,295.

HUMBER Pullman limousine 1950, Mark II series Dec. '49 delivery, just extensively overhauled by main Rootes distributors, excellent appearance; £945.

HUMBER Pullman limousine 1948, fitted heater and brand new Fort Dunlop tyres and tubes, two previous owners, both private, very reasonable mileage; £595.

HUMBER Pullman limousine 1946, similar type to above, carefully driven and maintained and definitely in superior condition to most; £425.

HUMBER Pullman limousine, very much in post war condition although of late pre-war (1938/9) manufacture, a very outstanding specimen ready to give a lasting term of service; £345.

CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041; write for special hire car catalogue, over 70 in stock and 400 other cars. [C1035

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 Humber Super Snipe, ohv, in black with red upholstery, radio, heater and covers, etc., 9,000 miles; £1,050.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

PHENIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Humbers.

A SELECTION from our stock:—

1953 (Jan.) Humber Super Snipe Mark IV saloon, in Alpine mist with red leather upholstery, fitted Rootes heater, windscreen wash, winking indicators, twin spot lamps, etc., one owner, 28,000 miles, immaculate condition throughout; £965.

1952 (May) Humber Super Snipe saloon, grey with grey leather interior, fitted with H.M.V. radio, Rootes heater, loose covers, spot light, wing mirrors, etc., one owner, 26,000 miles only; a most meticulously maintained car in superb condition throughout; £695; another similar car, £675.

1946 (Dec., 1945) Humber Super Snipe, black with brown leather upholstery, fitted with reconditioned engine 1949, in excellent condition; £275.

HIRE purchase facilities and you car wanted in part exchange for any new or used vehicle.

PHENIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

1951 Humber Hawk, radio, heater, guaranteed genuine mileage 17,580, one local owner; £615.

G. E. HARPER London Rd., Stevenage. Tel. 700. [8285

1949 (Sept.) Super Snipe saloon, one owner, 36,000 miles, £40 Rootes overhaul just completed; £425.

MASCOT MOTORS, Ltd., 237-243 Kensal Rd., W.10. Ladbroke 1231-2. [W3007

HUMBER Hawk 1953, 11,000 miles, grey, perfect condition; £795.—Tel. Kensington 9996, after 6 p.m. Fremantle 0075. [8199

G & M ALFREDS (1936), Ltdo.—1950 Humber Hawk, heater, radio, superb; £535.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Humber Super Snipe, one owner, chauffeur maintained, metallic with grey leather upholstery, as new throughout; £550.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

1950 Hawk, 34,000 miles, left-hand drive, one owner, heater, roof carrier, excellent throughout, seen London, sacrifice £435.—Box 7873. [8455

1950 Humber Super Snipe Tickford coupe, grey, H.M.V. radio, normal mileage; £695.—Tickford, Ltd., Temple Bar 3338. [C4029

1951 Humber Super Snipe, excellent condition, low mileage; £595.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

RUFFELL'S MOTORS offer 1952 Humber S/Snipe, satin bronze, red upholstery, 25,000 miles, wonderful condition, one owner, guaranteed; £645.—185, High St., Wealdstone, Harrow 6421. [8299

1951 Humber Super Snipe Mark III saloon, radio and heater, guaranteed; £525; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1950 Humber Super Snipe, radio and heater, black, 40,000 miles, one owner, exceptional condition; £495.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050

1953 (August) Humber Super Snipe, finished alpine mist with red leather, 7,000 miles, heater, etc., just as new; £1,025; trade and part exchange enquiries invited, below.

1949 (late) Humber Super Snipe, finished black, one owner, 30,000 miles only, a specimen car in every detail; £445; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 Humber Super Snipe saloon, black with red upholstery, fitted with radio, heater, spot lamp (first regd. 13.12.52); one owner, very carefully looked after; £975.—Herbert Robinson Ltd., Cambridge. Tel. 4461. [8283

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

1952 Super Snipe, 17,600 miles, radio, perfect condition; £645.—Sargeant & Collins, Bickley Rd., Bromley. Imperial 2242. [8425

1951 model Humber Super Snipe, black, brown leather, as new; £565.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [C4011

1951 Humber Hawk saloon, one owner, carefully used car, irreproachable condition throughout, heater; sacrifice price; £550gns; terms, exchanges. —Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [8436

1953 Humber Hawk saloon, radio and heater, seat covers, many other extras, 6,000 miles; £835. —British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5588. [C1027

HILLWOOD MOTORS.—Humber Super Snipe Mark III 1951 saloon, in grey with grey hide upholstery, 11,000 miles only; this beautiful vehicle has its original tyres, with the spare unused, tools still in greaseproof wrapping, and is absolutely spotless; costing £1,472 new, we offer this fine car, fully guaranteed, for only £645.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8277

A & S Limousines—Selection low mileage privately chauffeured 7-seaters displayed, comprehensive guarantee certificate, detailed lists despatched.

LIMOUSINES, 1951, partitioned Pullman, forward occasionals, selection leather also cloth interior, lavishly equipped, magnificent throughout, mileage negligible, competitive prices, inspection invited.

LIMOUSINE, 1952, Pullman, partition, forward occasionals, black, nominal mileage, privately owned, meticulously maintained.

SEVEN-PASSENGER, 1952 Imperial Saloon, leather throughout, lavishly equipped, original private owner, genuine mileage 15,000, immaculate.

8,000 miles Mark III partitioned special Limousine, widest occasionals, leather throughout, immaculate, black. £1435. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EMA, Ltd., Grove Rd., Southsea, Portsmouth 2168. [0410/R

A FINE and genuine Humber wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

7-PASSENGER privately owned 1938/1946/7/48 Limousines urgently required. Below.

7-PASSENGER 1949/50/52 Limousines and Imperial Saloons also private 1938/39 Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street. Mayfair-2941. [W1006

ALL Humber models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701: [7038

ALMOST new Humber required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

HUMBER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

XXX H. F. Edwards offer immediate cash for good Humber.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

TOP prices paid for 1949 onwards Pullman limousines and Imperials.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0330/R

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. —R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

JAGUAR

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RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1948 Jaguar 2½-litre sports saloon, recent engine overhaul, coachwork and interior as new, fitted radio, heater and Ace wheel discs; 429gns or £115/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6 (Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

H. A. SAUNDERS, Ltd., offer:—

1952 Jaguar Mark VII saloon, black, brown upholstery, heater, recorded mileage 22,470; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

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MANCHESTER (Blackfriars 7843).

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BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027/R

COACHCRAFT offer:—

£950.—1952 Mark VII, 20,000 miles, practically as new throughout; terms to suit and exchanges. —Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

SAUL & SLATTER, Ltd., offer:

1953 (Sept.) Jaguar Mk. VII saloon, black with red upholstery, one owner, 14,000 miles, in exceptional condition; £1,250.

44-46 Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

ROSE & YOUNG, Ltd., offer:—

XK120C, all latest mods., very fast.

1953 XK120 fixed head coupe, full racing mods. including wire wheels, low mileage, British racing green; £1,265.

1952 XK120 sports, 5,000 miles only, unmarked, ivory; £1,025.

1950 Jaguar 3½ Mark V saloon, black, brown immaculate condition; £650.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

PHILIP RICKARDS, Ltd., offer:—

1954 Jaguar Mk. VII saloon, 1,000 miles, grey; part-exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1954 Jaguar Mark VII saloon, black, heater, 4,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1952 Mark VII immaculate; £1,025.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006

CHIPSTEAD MOTORS, Ltd., offer:—

XK120, 1951, grey and bronze, C type mods. including high lift cam, high compression engine, twin exhausts, modified suspension, good tyres.

XK120, 1951, white with red and beige leather, twin exhausts, otherwise unmodified, a really well kept car.

JAGUAR 100, 1937, 2-seater, newly painted green, new leather, high compression engine, outside exhausts, good condition, bargain; £295.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

DUNCAN HAMILTON & Co. offer:—

1953 Jaguar Mark VII saloon, 7,000 miles, battleship grey, with red interior, immaculate; £1,295.

1951 XK120, colour ivory, one owner since new, high lift camshaft, twin exhausts, moderate mileage; £795.

1951 model Jaguar XK120, silver blue with beige interior, 8 to 1 compression, fitted many extras, outstanding condition, l.h.d.; £785.—33, High Rd., Byfleet, Surrey. Byfleet 3101, day and night. [C1091

GUY SALMON AUTOMOBILES, offer:—

1954 Jaguar XK120 drop head coupe, 9,000 miles only, olive green, Michelin X tyres, licensed to December 31, superb condition; £1,485.

1952 Jaguar Mark VII saloon, 23,000 miles only from new, radio, heater, demister and wing mirrors, taxed to December; a most exceptional and well maintained example; £1,050.

1951 Jaguar 3½-litre Mark V drop head foursome coupe; this car has covered a genuine 15,000 miles only from new, grey, grey leather H.M.V. radiomobile, an absolutely faultless example of this rare model; £885.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

PETER BANTOCK CAR SALES offer:—

1948 Jaguar 1½-litre, special equipment model, recently fitted reconditioned engine, suede green with green hide upholstery, fitted discs, original cellulose; £495.—104, High Rd., Chiswick 2725/5670. [C1014

MEBES & MEBES, Ltd. (est. 1893) offer:—

1947 Jaguar 2½-litre 4-door sunshine sports saloon, green with hide upholstery, radio, heater, loose seat covers, pass light, discs, other extras, an excellent example of this popular model; £415.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040 [C5012

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3348. [0081/R

JAGUAR

LAMBS OF WOOD GREEN, the Jaguar Specialists.

£475!!! 1948 3½-litre Jaguar, special equipment, absolutely immaculate condition, original upholstery and carpeting absolutely unmarked; this car is an unblemished example.—Below.

£395!!! 1947 1½-litre Jaguar full de luxe saloon with full equipment, leather interior, absolutely unmarked; whole car looks and runs exceptionally well.—Below.

£299!!! 1939 series 2½-litre Jaguar sports saloon, leather upholstery, many extras, carefully maintained example.—Below.

£299!!! 1939 series 1½-litre saloon; this car has had one private owner, carefully looked after many years; recommended.—Below.

£245!!! 2½-litre Jaguar special sports saloon, 1937 series, exceptionally good order for age; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ACRES offer 1948 Jaguar 3½-litre coupe, new engine just fitted; £485.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1950 Jaguar 3½ Mark V, saloon, black, brown leather, nice condition; £625. Below:

1948 Jaguar 3½ saloon, full equipment, sound throughout, bills for recent £90 overhaul available; £385; written guarantee, h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

JAGUAR, 2½, 1936, overhaul £120, mechanically perfect; £165.—41, Burnham Close, Enfield. [8353

1954 Jaguar, 800 miles only, fitted overdrive and white wall tyres; £1,485.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

1946 Jaguar 3½-litre sun saloon, grey, well equipped, carefully maintained model; £345.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [8265

£995!!!—Feb. 1952 Jaguar Mark VII saloon in black, all extras, moderate total mileage, one previous owner.

£695.—Mark V Jaguar saloon 1950/1, superb example in truly outstanding order throughout, heater, Whitewall tyres, screenwashers.

£425!!!.—Special equipment Jaguar 1½-litre sports saloon 1947, very good appearance and in delightful mechanical order, heater, discs, etc.

£295!!!—Drop head coupe Jaguar, 2½-litre, very late pre-war series in spick and span condition and far and away superior order to the majority of pre-war cars, strongly recommended.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue; open till 8 p.m. [C1035

1947 Jaguar 3½-litre saloon, black, red leather interior, sun roof, equipped with Philco radio, bargain; £375.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [8266

1951 Jaguar Mk. V saloon, black/brown leather, radio, heater, taxed year; £675.—Hale Motors Ltd. Tot. 7771/4. [C2077

1954 model Jaguar XK120 drophead coupe, lavender grey, Michelin X tyres, twin exhaust, 13,000 miles, in perfect order; £1,450.

APPLY—Hartwells of Oxford, Ltd., Banbury Road, Oxford. Tel. 55211. [8262

1952 (July) Jaguar Mark VII saloon, silver grey, 14,000 miles only, as new, part exchange welcomed; £1,025.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1951 Jaguar XK120, genuine, 17,000 miles unmodified, one owner, any trial; £775.—John Ruscoe & Co., Ltd., Hyde. Tel. 75. [8264

1948 Jaguar 1½-litre saloon, green/green upholstery, heater, loose covers, 33,000 miles; £550.—May 5242. [C3030

1940 Jaguar 1½-litre saloon, good condition throughout; terms; £245.—Honeychurch, 17, Jowitt House, Stevenage, Herts. Tel. Stevenage 375. [8448

1952 Jaguar Mark VII saloon, one owner, excellent condition; £1,025.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Langham 7733. [7851

1948 (Dec.) Jaguar 2½ saloon, one owner, exceptionally good condition; £425.—Beardmore, 26, Queensway, W.2. Bayswater 0136 [C1015

1949 (late) Jaguar Mark V saloon, black, one owner, 30,000 miles, excellent condition throughout; £595.—Dobsons, Ltd., Staines 801. [C1074

BARTLETT.—Jaguar 1953 (November) Mark VII saloon, regularly serviced by Jaguar experts; £1,200. 27a, Pembridge Villas, W.11. Bay. 0523. [C1013

1939 Jaguar 3½-litre saloon, engine overhaul just completed, splendid throughout; £250.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

675gns.—Jaguar, 1951 model Mark V 3½-litre saloon, silver grey, sliding head, red leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.

375gns.—Jaguar, September 1946 1½-litre special equipment saloon, sliding head, leather, heater, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube) Hampstead 6041. [C4018

1948 Jaguar 3½-litre saloon, immaculate throughout, full mechanical record available; £395; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1953 Jaguar Mark VII saloon, birch grey/blue, fitted high-lift cams, XK exhaust, in exceptional condition, small mileage; £1,195.—Page Motors, Ltd., High St., Epsom. Tel. 9891. [8427

1952 (Aug.) Mark VII Jaguar, dove grey, blue leather, fitted radio, heater, screen washers, Ace Rimbellishers, 30,000 miles, best offer over £900 secures; owner taking delivery new car.—Box 7831. [8333

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1954 (June) Jaguar Mark VII saloon, 4,000 miles, in superb condition throughout; £1,475.—Sidney Marcus, Ltd., 33 Sloane St., S.W.1. Tel. Sloane 3557. [C3006

JACK ROSE, Ltd., offer:—1953 Series Mark VII Jaguar saloon, in grey, with red hide, new tyres, any examination; £1,145.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1949 3½-litre Jaguar, perfect running order, immaculate condition, radio, heater, good tyres, taxed.—R. Charlish, Ltd., Priory Lane, Bungay, Suffolk. Bungay 302. [8502

1947 1½-litre SE saloon, birch grey, lovely, one owner example, written guarantee; £455.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

1953 (September) Jaguar XK120 fixed head coupe, black with red upholstery, 1,600 miles, one owner, immaculate condition, never entered competition; £1,275.—Box 7506. [7599

1952 (December) 3½-litre Jaguar Mark VII saloon, genuine mileage 17,000, colour black, brown upholstery, one owner, taxed December 31st; £1,050.—MacVitie, Malvern. Tel. 300. [7691

JAGUAR XK120 drop head coupe, registered January, 1954, finished birch grey blue leather upholstery, mileage 5,259, in new condition throughout; offered at £1,395 by the authorised Jaguar dealers

ARCHERS (SHIRLEY), Ltd., Shirley, Birmingham. Tel. Shi. 1125-6. [8173

1950 Jaguar Mk. V, grey with grey leather, 10,000 miles since new engine by makers, radio, two owners, first-class order; £635.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. King. 8104. [C4053

£625.—1949 (Sept.) Mk. V 3½-litre, 22,000 miles, black, brown hide, radio, heater, excellent, smaller car suitable for lady driver considered in part exchange.—Nalson, Maiden Lane, Stamford. Tel. 3169. [8311

1948 (November) 2½-litre Jaguar, grey, red upholstery, fully maintained, radio, heater, discs, screen-washers, Flamethrower and fog lamps, exceptional condition; £550.—Davies, 27, Railway St., Chatham. [8317

1954 (June) Jaguar Mark VII saloon, with overdrive battleship grey, tan upholstery, radio, Ace Rimbellishers, taxed December 31st, under maker's guarantee, genuine mileage 2,900, carefully run in, absolutely as new; £1,585.—MacVitie, Malvern. Tel. 300. [7690

1954 (May) Jaguar Mark VII saloon, finished British racing green, suede green leather, genuine 5,000 miles only, fitted overdrive, radio, windscreen washers and heater, as new; £100 under list price.—Royston Motor Co., Ltd., Herts. Tel. Royston 2148. [8191

1949 (March) 2½-litre Jaguar saloon, colour gun metal, silver black upholstery, Ace discs, supplied, maintained and serviced by distributors, taxed December 31st, genuine mileage since major overhaul 8,000, condition of this car must be seen to be appreciated; £500.—MacVitie, Malvern. Tel. 300. [7692

1954 (March) Jaguar Mark VII, overdrive, 8,000 miles, one owner, Jaguar distributor director's car, fitted H.M.V. radio, Ace Rimbellishers, heavy torsion bars, mechanical and coachwork condition immaculate, British racing green and green upholstery; £1,445.—Rowland C. Bellamy, Grimsby. Tel. 5295. [8424

1950 Jaguar Mark V saloon, maintained exemplary condition by sole private owner, mileage recorded 25,000, mechanically beyond criticism, coachwork excellently preserved, equipped radio, heater, new tyres, battery; accept 575 gns.; terms available, exchange considered, seen.—Home & Overseas Motors Ltd., 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [8271

FOR sale.—S.S. Jaguar 100, 2½-litre, 1937, recently sprayed B.R.G., seats reupholstered, engine just rebearinged, complete with hood and tonneau, Lucas fog and flame thrower, sounds and goes like a bomb, recent property of well-known motor trade engineers; £325; for outright sale or exchange for an even faster car; on view North London.—Tel. Clissold 0071. (Barnet 0287 evenings.) [7002

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BENTALLS Ltd.

WE are interested in the purchase of Jaguar cars.—Kingston-on-Thames, Kingston 1001. [W1093

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R

PRIVATE purchaser requires 1948 1½ Jaguar saloon.—68, Percy Rd., Hampton Middx. [8215

ALMOST new Jaguar required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

XXX H. F. Edwards offer immediate cash for good Jaguar.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400 [W2001

Jaguar Spares and Service

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3 [S4002/R

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd. Deansgate 8216-7.

QUICK completion of repairs. [0563/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430/R

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [0719/R

DISMANTLING six Jaguar and S.S. models, 1938 3½-litre, 1937 2½, 1936 1½, 1935 SS.20, 1933 and 1934 SS.16; rapid c.o.d. service.—Wards "Motolympia," Leasowe Rd., Wallasey. Tel. Wallasey 4151. [0202/R

LEONARD WILLIAMS & Co., Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080; Deansgate, Manchester. Tel. Deansgate 4507 [0391/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0820/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015-0621. [0241/R

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS!!! Several first-class Willys and Ford Jeeps; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834 [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares, below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine gear box, clutch, etc., noted for all American spares.—531-533, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [C0335/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [S3066

JENSEN

BROOKLANDS, Jensen distributors.

1951 Jensen 4-litre 4-door saloon.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

WM WELBECK MOTORS, Ltd., for Jowetts.—

FOR the largest selection:—

JAVELINS:—

1953 (October) Javelin standard saloon, full series III, grey, with red leather, high-speed modifications including raised compression, H.M.V. radio, heater; £665.

1952 Javelin de luxe, engine modified, approx. 20,000 miles, gold with red hide, whole car virtually identical to new—there cannot be many 1952 cars in the country in this glorious state of perfection; price £625.

1949 Javelin de luxe, black with beige leather, mileage guaranteed 24,000, Series III engine fitted one month ago, whole car virtually as new, finest 1949 Javelin we have ever offered and probably the finest 1949 Javelin in the world (certainly the most expensive); £515; another in typically immaculate Wellbeck condition, beige; £450.

JUPITERS:—

1953 Jupiter Mark IA with opening boot, full series III, very low mileage, latest-type best quality H.M.V., latest-type Smiths Fresh Air Heater, green with red leather; £775; another, 10,000 miles in dark green, £735.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station). Welbeck 1139 (6 lines). Far the largest Jowett agents in the country. [C4049

AUTO SALES (LONDON), Ltd., offer:—

1952 Jowett Javelin saloon, in beautiful condition throughout, 17,000 miles; only £565.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [8250

1938 Jowett 7hp 4-door saloon, black, one owner; £125.—F. L. Cranmore, Ltd., Tel. Potters Bar 2040. [C1062

1952 Javelin de luxe saloon, gunmetal, red leather, 21,000 miles; £575.—Woking Motors (Maybury Hill), Ltd., Woking 1928 [C4057

JOWETT

C OF P.

JOWETT distributors.

1953 Javelin de luxe, finished in beige with red leather, twin spot lamps and wing mirrors; £655.

1952 Javelin de luxe finished black with brown leather, recent engine overhaul, twin spot lamps; £595.

1951 Javelin de luxe saloon, finished in maroon and fitted with factory replacement engine and radio; £495.

1949 Javelin de luxe saloon, supplied and maintained by us since new, really outstanding condition; £450.

CLARKES OF PIRBRIGHT, near Woking, Surrey Brookwood 2201. [C1049

H. A. SAUNDERS, Ltd., Golders Green, offer:—

JOWETT Javelin saloons, new, unregistered, from stock, colour choices; £886/10/10.

1953 (June) Javelin de luxe saloon, maroon beige hide, immaculate, highly recommended; £670.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004

1949 Javelin, green, heater, excellent; £450.—Tickford, Ltd., Temple Bar 3338. [C4029

£445!!!—Jowett Javelin saloon 1949, full de luxe series, leather upholstery and built-in heater, smart metallic finish, a nice car all round.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

1949 Jowett Javelin, one owner from new, fitted phase III engine, in March, 1954, completely recellulosed, in new condition; £425.

GROSVENOR MOTORS (Manchester), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

1951 (November) Javelin de luxe, black, superb throughout; £515.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1951 Javelin saloon de luxe, Phase 3 engine, superb car, one owner; £525; terms, exchanges.—12, Church St., Luton. Tel. 4212. [8080

1952 Bradford de luxe Utility, heater, Undersealed, superb condition; £350.—G. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. King. 8104. [C4053

1951 (Oct.) Javelin de luxe saloon, metallic grey, small mileage, immaculate, one owner; £525; part exchanges, deferred terms.—Peter Guest Ltd., King's Lynn. Tel. 4129. [7656

1953 Javelin de luxe, radio, heater, windscreen washer, one owner, bronze with red interior, only 16,000 miles, guaranteed; £695.—Campbell Symonds, Wembley 6262. [C1037

£599!!! 1952 Jowett Jupiter sports roadster coupe, just fitted brand new 1954 series III engine, works mileage only, bargain; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

JOWETT Jupiter, late 1951, special body, maroon, one owner, new engine recently, superb condition throughout; £545.—A. Owen, Ltd., 72, Park Hill, Clapham, S.W.4. Macaulay 7211. [7956

1950 Jowett Javelin, 1½-litre, metallic grey, radio, heater, leather, one owner, new condition throughout; offers.—Thomas, 73, James St., Maesteg, Glam. Tel. Maerdy 28. [6365

95 gns.—Jowett, 1935 model 7hp 4-door saloon, sliding head, one owner; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [C4018

1953 Jowett Javelin de luxe saloon, black, brown leather, one owner, 10,000 miles, service by us throughout, 3 months' guarantee; £725.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1953 (September) Jupiter coupe, copper, beige hide, one owner, this car was returned to the works early this year, brought up to full 1954 specification and completely checked over at a cost of £300; a new leather hood has just been fitted; the whole car is in superb condition and is offered at only £635.—R. & F. Gradwell, Ltd., Reliance Garage, Waterloo Rd., Blackpool. Tel. 42028-9. [6291

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars, all models, for cash

AUSTIN House, 140-144, Golders Green Rd., Golders Green N.W.11 Speedwell 0011 (10 lines). [W4004

ALMOST new Jowett, required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424

REQUIRED, really good Jowett Javelin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

JOHNSON & BROWN wish to purchase clean Jupiters or Javelins—Ringers Rd., Bromley. Ravensbourne 2322. [W2013

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

KINGSTON-ON-THAMES, Jowett distributors; all spare and replacement units available plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St., Kin. 2241-2 [S4053/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

EAST Anglia.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [0364/R

BIRMINGHAM agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

JOWETT spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0133/R

BUNTINGS MOTOR EXCHANGE offer unrivelled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; offer 28 years' Jowett experience, spares and service. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon, Cro. 3641-2; and Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R

LAGONDA

C.N.K. MOTORS, offer:—

1934 Lagonda M.45 4½-litre V.D.P. tourer, green, excellent tyres, new hood, tonneau cover, aero screens, P.100, bills available for £290 overhaul including reconditioned engine; outstanding value at £195; terms and exchanges.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

METCALFE & MUNDY, Ltd.

1939 Lagonda LG6 saloon, black, brown hide. Sanction IV engine, H.M.V. push button radio, a very beautiful car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), OFFER an excellent selection of 12-cylinder, L.G.6 and L.G.45 models.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. [C1080

1939 Lagonda LG6 saloon, immaculate condition; £895.—Mansfield Autos Ltd., Euston 2587. [C3001

£30 deposit; Rapier 1934/5 f.h. coupe, carefully maintained; £145.—Molesey 4614. [C4069

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars." [3041/R

16/80 2-litre tourer, immaculate and in superb condition throughout; £215.—Laburnum 2300. [8324

OCTOBER 1937 Lagonda 4½-litre pillarless saloon, recent extensive overhaul by manufacturers; £325.—Charles Attwood and Son, Ltd., Walsall. [8352

CASS'S MOTOR MART.—1937 Lagonda Rapier 10hp sports drop head coupe, outstanding condition; £325.—5, Warren St., W.1. Euston 4110. [C1040

LAGONDA 4½-litre sports saloon 1935, just rebored and overhauled, new tyres and batteries, twin mags.; £210.—T. S. Davies, Hensol Castle, Glam. [8186

1950 Lagonda 2.6-litre saloon, 2 colours, low mileage, all extras, super condition; £1,000.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

295gns.—Lagonda 1936 4½-litre pillarless saloon, sliding head, leather, twin Scintillas, P.100 headlamps, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, really good V.12 or post-war Lagonda.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advertisement on page 406. [S1080

LAGO-TALBOT

MAIDSTONE ENGINEERING Co.,

1951 Lago-Talbot special Saoutchik 4-seater drop head coupe, fitted with electrically operated hood, 2½-litre 4-cylinder twin camshaft engine giving 130bhp, this car is capable of over 100mph and will cruise at 80/90mph, the appearance of this car is unbelievable and is without doubt one of the most beautiful coupes in existence, the car is finished in the original British racing green with green leather interior to match, this is a one owner genuine low mileage example, fitted many extras, taxed; £1,375.

CROSS St., Pendleton, Salford, 6. Manchester. Pen. 3457. [C3000

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

LANCHESTER 14 saloon (1953), black, brown leather; £950.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

NORTHERN MOTORS OF HARROW offer:—

£165!!!—1938 Lanchester 11hp saloon, really good value for money.

186—194, Pinner Rd., Harrow 4444. [8281

OUTSTANDING opportunity, Lanchester 1939 Roadrider 14hp Wentworth drop head foursome, one lady owner, 47,000 miles only, trimmed in cream leather, finished maroon; bargain price, £235.—12 Church St., Luton 4212 [8000

LANCHESTER

THIS 1939 Lanchester 14 drop head foursome coupe is considered one of the finest specimens of its type; see for yourself; unrepeatable at £295; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Nearest Tube, Camden Town Station.) Euston 2700 and 8894. [C3059

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX H. F. Edwards offer immediate cash for good Lanchester.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

AT the old-established Lanchester agents, Coventry Motor Mart, Ltd., you can 'phone or write Ralph Clews about your Lanchester exchange for a newer model.—You get a good deal at Coventry Motor Mart, Ltd. Tel. 2146-7. [0445

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ARCUS ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0237/R

LANCIA

AUTOMOBILIA, Ltd., offer:—

1938 Lancia Aprilia 4-door de luxe saloon, metallic grey, grey leather, radio, engine reconditioned less than 500 miles ago, excellent condition; £565.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

1933 Astura sportsman saloon, late titled owner, a most exceptional car; £135; terms and exchanges.—Molesey 4614. [C4069

1937 Lancia Aprilia saloon, taxed, excellent mechanically, body roughish; £195.—Whitworth Motors, 197, Oxford Rd., Manchester, 13. Tel. Ardwick 2804. [8457

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED Lancia Aprilia 38-39, good condition.—Pratt, Auckland, Shenfield Gardens, Hutton, Essex. [8315

Lancia Spares and Service

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199.

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

GE

1953 absolutely outstanding 2½-litre Lea-Francis, one owner, 17,000 miles only, fitted fully streamlined 2-door close-coupled 2/4-seater sports drop head coupe with totally disappearing mohair hood and encased rear wheels, finished immaculate British racing green cellulose, silver wheels, brilliant chromium plate, finest beige leather upholstery, tailored loose covers, with matching accessories and all-over centre zipp tonneau, equipped, close-ratio remote control gear box, spring steering wheel, 120mph speedometer, revolution counter, comprehensive instrument layout, maplight, reversing lights, twin Flamethrower/passlights with stoneshields twin-tone horns, bumpers, over-riders, dual mirrors, all tools, instruction manual, etc; serviced by Lea-Francis, Ltd., recently decarbonized, tuned, brakes relined and fitted Alfin brake drums; extremely potent with superb handling; 825gns; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden 118. [C2000

DICKS.

1939 Lea-Francis 12hp saloon, one owner since new, very good mechanically; £275.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

B. J. HUNTER, Ltd., offer:—

1952 Lea-Francis 2¼-litre sports coupe, very fast, late property of enthusiast; £750.

1952 Lea-Francis 14hp saloon; fine car offered at attractive price of £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

AUTOMOBILIA, Ltd., offer:—

1947 (Sept.) Lea-Francis 4-door de luxe sports sunshine saloon, black, brown leather, heater, excellent condition, cost £1,285; sacrifice, £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

CHARLES FOLLETT, Ltd. Sole distributors, Lea-Francis, London and Home Counties, offer:—

1951 Lea-Francis 2½-litre streamlined saloon, black, radio, heater, sunroof, etc., superb condition, guaranteed; £895.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

LEA-FRANCIS 1948 1¾-litre 2-seat sports; £475 o.n.o.—Tel. Potters Bar 2460. [8366

CASS'S MOTOR MART.—1947 Lea-Francis 14hp saloon, black, heater, unblemished; £425; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303 [W2040

REQUIRED, really good Lea-Francis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

PRIVATE, black, 1938 Packard Super Eight limousine, partition; £225.—Merrick, Acorn 5941. [8230

£175.—1937 21hp Hillman, £295; 1937 37hp Buick, £395; 1933 25hp Rolls-Royce; exchanges.—Lawton-Goodman, 155 Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

CHEVROLET limousine in remarkable condition, first reg. 1939, this car has had a £250 overhaul, the extras include a radio, heater and spotlights; bargain, £375 or terms.—Raymond Motors, Ltd., 13, Bishopsbridge Rd., W.2. Tel. Amb. 5244. [8218

195gns.—Daimler 1955 LQ.3 24hp Mulliner 7-passenger limousine, black, front leather, rear fawn cloth, face-forward occasionals, sliding division, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

A & S offer desirable condition 7-passenger privately owned Limousines at comprehensive prices, comprehensive guarantee certificate (See Classified Advertisements) 1951/52 Austin Hirecars, 1951/52 Sheerline, 1949/50/51/52 Humbers, also privately owned Rolls-Royce 1937/30hp, and Rolls-Wraith Deluxe Hooper. Details despatched. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair 2941. [C1006

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

MASERATI

£495!!—1½-litre twin camshaft, supercharged single-seater racing Maserati, independent suspension, two L.S. hydraulic brakes, oil cooler, Borani racing wheels, fitted new racing tyres, in superb order throughout with some spares, capable of 135mph.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, W.11. Bayswater 3951. After 6, Livingstone 4627. [C2009

MERCEDES

1941 (first regd.) Mercedes cabriolet, similar 500 K with 3.8-litre engine, supercharged l/h drive, black and polychromatic grey with red leather, beautiful specimen; £395.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:—

1954 series Mercedes-Benz type 300 saloon de luxe, radio, covers, 19,000 miles, chauffeur kept, quite unworn; £2,695.

1954 (May) Mercedes-Benz 180 saloon, offered through exceptional circumstances, 3,000 miles only; £1,495.

1952 Mercedes-Benz type 220 saloon, 6,000 miles, very fast, immaculate; £1,375.

42 a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C4056

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 Type 230 saloon.—111, Grosvenor Rd., S.W.1. Victoria 8715-6. [C3063

SWANMORE GARAGE, Ltd.—See our display advt. on page 406. [C4024

1954 Mercedes 180 saloon de luxe, black, 2,500 miles, loose covers, as new.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

£250.—Mercedes-Benz saloon, immaculate, r.h.d., 22hp, all independent, taxed, insured, overdrive, small mileage, 1935½.—41, Presdales Drive, Ware, Herts. [8387

MERCEDES-BENZ supercharged roadster (controllable blower, surprisingly economical), fantastic vehicle; one of the most striking cars in the world at N.G. price; £750!!!—Box 7835. [8355

1954 (March) Mercedes-Benz type 300 saloon, black with grey upholstery, 4,000 miles only, as new throughout and fully guaranteed; an opportunity to obtain one of these outstanding cars at considerably under list price; exchanges and terms if desired.

INGLIS AUTOMOBILES, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. Waverley 5784. [8190

1939 (regd. 1938) Mercedes-Benz 540K 4-seater drop head coupe by Lancefield, cream with blue wings, 49,000 miles since new, maintained throughout by Mercedes, immaculate condition, mechanically perfect.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires, in the U.K.—Lincoln Cars, Ltd. Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

WM

WELBECK MOTORS, Ltd., for M.G.s:—

1939 M.G. T.A. Midget Tickford drop head coupe, recently completely rebuilt, including new engine with Marshall supercharger; £350.

1947-8 M.G. T.C., very extensive overhaul by M.G. Car Co. last year, a fair car which we are offering particularly cheaply to clear quickly; price £325.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C4049

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 M.G. T.C. roadster, the prettiest example of this very popular make seen for a long time, owned by an enthusiast, maintained regardless of cost, £100 worth of extras fitted, including radio, reconditioned engine installed March of this year, taxed December; 429gns, or £113/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:—

1946 M.G. T.C. sports 2-seater, black/red leather, new red mohair hood fitted, coachwork excellent, enthusiast's car; £365.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C1005

B. J. HUNTER, Ltd. offer:—

1954 M.G. T.F. 2-seater, used only one month, positively as new; £745.

1951 M.G T.D., many extras; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BERT MASON SPORTS CARS.

£225 or terms.—M.G. 2-litre drop head coupe, extremely nice mechanical condition, very clean coachwork and what can only be described as a fantasia of extras.

BERT MASON SPORTS CARS, 77 Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3078

GLANFIELD LAWRENCE offer:—

1954 M.G. Magnette saloon, black, one owner, 3,000 miles, heater, as new throughout; £915.

1949 (September) M.G. T.C., cream, engine reconditioned, new hood, etc., in beautiful condition; £445.—407, High Rd., N.12. Finchley 0091. [C2053

CLUBMAN AUTOS, Ltd., offer:—

1949 M.G. T.C., red, one owner, immaculate, £425.

1947 M.G. T.C., black; choice of two; £345 and £355.

1939 M.G. T.A. Tickford drop head, green, new hood, very nice condition; £295.

H.P.—Motor cycles taken in exchange.—138-142, Tooting High St., S.W.17. Balham 3484. [C1095

CHARLES FOLLETT, Ltd., offer:—

1952 M.G. T.D. Midget, metallic grey, red leather, 15,000 miles, exceptionally good condition; £585.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

H. A. SAUNDERS, Ltd., of Worcester.

1954 M.G. Magnette saloons, choice of two, mileage 5,000 and 500 respectively, both absolutely as new.

AUSTIN House, Worcester. Tel. 2368. [C4005

PETER BANTOCK CAR SALES offer:—

1953 M.G. T.D., 9,000 miles, fitted stage II cylinder heads, literally as new; £575.—104, High Rd., Chiswick 2725/5870. [C1014

PARADE MOTORS (MITCHAM), Ltd., offer:—

1940 M.G. T.A., black and red, Windtones, excellent condition; £285.

1939 Tickford drop head coupe, £270.

1933 J1 4-seater; £115.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3036

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1951-2 M.G. T.D., finished black, red leather, fitted luggage rack, spot lamp, low mileage, one owner, immaculate condition throughout; £550. [C1001

1951 (July) M.G. T.F. 2-seater, very low mileage, red, as new; £715.—Below.

1953 (April) M.G. 1¼-litre saloon, green, beige leather, one owner, 13,000 miles only, almost new condition throughout; £750.—The Wokingham Motor Co. (1953), Ltd., Finchampstead Rd., Wokingham, Berks. Tel. 380. [8422

PERFORMANCE CARS.—For this week's selection see our display advert. on page 49. [C3041

1954 M.G. T.F., 3,000 miles only, H.M.V. radio, heater, one owner, spare unused; £725.

RIPCO, Ltd. (M.G.s Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

M.G. saloon, 1935, taxed, insured March, 1955, sound; £235.—Write, 86, Howard Rd., Upminster, Essex. [8318

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

1949 (July) M.G. 1¼ saloon, black, beige leather, fitted heater, one owner, perfect; £520.—Below.

1954 (July) M.G. T.F. 2-str., grey, red leather, 1,000 mls., as new; £710.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7101

1946 M.G. T.C., reconditioned engine, fine appearance; £365; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

M.G.

JACK ROSE, Ltd., offer 1954 (Sept.), guaranteed 200 miles only, T.F., in red; £725.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

£135—2-litre saloon, 1936, over £400 recent overhaul (bills available).—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1954 Magnette M.G. saloon, 500 miles, new, year's tax; £975 or nearest; h.p. arranged.—26, Trinity St., Ipswich. [8196

525gns.—M.G. Midget 1952 model TD, 2-seater, ivory, red leather, tuned stage II, excellent condition; terms; exchanges.—Rowland Smith, below:—

495gns.—M.G. Midget (September) 1951 TD, 2-seater, Cambridge blue, Marshall supercharger, oil coil, one careful owner, exceptional; terms; exchanges.—Rowland Smith, below:—

175gns.—M.G. Midget late 1935 8hp P, 2-seater, blue, leather, sports coil, two spare wheels, good condition; taxed; terms; exchanges.—Rowland Smith, below:—

95gns.—M.G. Midget 1933 J2, 2-seater, maroon, taxed, choice of 8 Midgets; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1940 V.A. 1½-litre saloon, black, beautiful condition throughout, privately owned; must sell immediately.—Tel. Wan. 0020. [8364

1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 3,000 miles, as new; £715.—Robbins, East Putney. Tel. 7881. [C3010

1950 M.G. 1½-litre saloon, green, beige leather, radio, twin carbs., £535.—Johnson & Brown, Ringers Rd., Bromley. Ravensbourne 2322. [C2073

1950 (November) M.G. saloon, black, red hide upholstery, one owner, 27,000 miles, immaculate appearance; £595.—G. E. Harper, London Rd., Stevenage. Tel. 700. [8440

1953 (May) T.D., green, low mileage, superb condition; £595.—Tolworth Motors, The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4081

1949 M.G. 1¼ saloon, in 1954 condition (no exaggeration), red leather, one owner, comparison with any other 1¼ offered is heartily invited; £565; another:—

1948 M.G. 1¼ saloon; £495; written guarantee; H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time.

1954 M.G. T.F., red/red, new July, used occasional demonstration purposes only, mileage under 400, taxed to December; £755.—Melbournes, Ltd., Wilderspool Causeway, Warrington. Tel. 847. [8212

1947 M.G. T.C., silver grey, built-in radio, Bosch headlamps, aero screen, luggage carrier, many other extras, new engine, new steering, new brakes, new sidescreens, good tyres, unused spare, no dreary dealers; £335.—Meadway 1213. [8389

1949 M.G. T.C. 2-seater sports, heater, spot lights, Fram filter, demisters, hood, side screens, maintained in sparkling condition by an enthusiast; a bargain at £395.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978. [C3048

1953 M.G. 1½-litre YB saloon, 11,000 miles by one very careful owner, fitted with heater, absolutely unblemished, finished in Silver Streak grey with red leather; £745.—Hallens, Motor Engineers, Union Lane, Cambridge. Tel. 56225. [8400

24 mpg at 60 mph, 5-95 mph in top gear, superb and rare 2.6-litre M.G. tourer, 1939, complete with mechanical rebuild 1952, complete coach and trim reconditioned 1953/4, a really exceptional car in showroom order; £395.—33, Kenilworth Gardens, Westcliff-on-Sea, Essex. [8379

HILLWOOD MOTORS.—M.G. 2½-litre 4-door tourer, black, red leather upholstery, one of a very few exclusive models which were specially made in 1939 and in design and performance can still hold their own with modern sporting cars, capable of 90mph plus; this specimen is in first-class condition throughout and well worth £250.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8278

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [C1095

XXX H. F. Edwards offer immediate cash for good M.G.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0966/R

C.N.K. MOTORS require M.G.s, particularly V.A., T.A., T.B. and T.C models.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9972

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4. [0486

KJ MOTORS, Ltd., spares, accessories, reconditioned units. Perkins diesels.—Bromley, Rav. 3456. [0393

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [S3041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and I, and N, Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; new vertical drive gears now available; we specialise in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and II, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems.—159-161, London Rd., Kingston 5621-2. [S1071

M.G. spares, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

WM

SEE Welbeck Motors Ltd., advertisement under Morgan in "New Cars" section of this issue. [C4049

DICKS.

1949 Morgan 4/4 sports 2-seater, late property engineer; £350.

DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

CHIPSTEAD MOTORS, Ltd., offer:—

1950 Morgan 4-seater sports, racing green, exceptional condition, bargain; £395.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1946 Morgan 4/4 2-seater sports, red, 29,000 miles only, good condition; £325.—Box 7830. [8332

FOR sale, 1939 Morgan 4/4, rec. engine, new hoods, batteries, tyres, tax, insured; £245 or near offer.—106, St. Mary's Rd., Leyton, London, E.10. [8326

525gns.—Morgan Plus 4 (December) 1952 sports 2-seater, one careful owner, small mileage, exceptional; terms; exchanges.—Rowland Smith, below:—

395gns.—Morgan 4/4 (November) 1950 drop head coupe, blue, leather, one careful owner, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

SPECIAL offer.—New Plus 4 Mark I 2-seater at the attractive price of £695/6/10 including P.T.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [6894

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. [W4017

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. [C1095

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

J. DAVY, Ltd.

1951 (June) 2-door saloon, one owner, loose covers; £485.

1952 (November) 4-door saloon, covers, heater, Ace Rimbellishers, wing mirrors, etc.; choice of 2 from £535.

1954 (Jan.) 2-door saloon, heater, 5,800 miles, as new; £585.

1954 (Sept.) 2-door saloon, 80 miles only; £635.

180—4, Kensington High St. Western 9641. [C1069

ELITE MOTORS offer:—

1951 Morris Minor convertible, black/red, immaculate appearance, low mileage, in faultless mechanical condition, any trial; £485.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [C1005

ELM AUTOSALES offer:—

£475.—1952 (Sept.) Morris Minor convertible, black, red leather interior, 20,000 miles, fitted heater, looks and runs as a new car.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

B. J. HUNTER, Ltd., offer:—

1953 Morris Minor ohv 4-door saloon, positively unmarked; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1954 Morris Minor 2-door saloon, black, 5,000 miles.

1954 Morris Minor 2-door de luxe saloon, black, 5,500 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

ENGINES-RECONDITIONED, Ltd., offer:—

1952 Morris Minor saloon, black, red leather, one owner; £495.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

£460—Fully Reseleo hand-controlled Minor 1951 saloon, privately owned.—Box 7828. [8330

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Morris Minor saloon, one owner, low mileage; £495.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 Morris Minor convertible, finished blue, heater, low mileage, one owner; £550. [C1001

1950 Morris Minor tourer, specimen; £420; three months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1954 (Apl.) Morris Minor 2-door saloon, Clarendon grey and red, 3,000 miles, taxed; £595.

1954 (June) Morris Minor 2-door saloon, green and green, 5,000 miles, taxed; £585.

1952 (July) Morris Minor 4-door saloon, green and green, nominal mileage, taxed; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1954 Minor 4-door saloon, 3 weeks old, mileage 300; £650.

1950 Minor saloon, overhauled; £455; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 anytime. [C4065

1951 Minor saloon, black, perfect condition, many extras; no dealers; £450.—Box 7829. [8331

IMMEDIATE delivery, as new, Minor 2-door de luxe saloon (heater); £595, o.n.o.—Box 7869. [8397

1950 Morris Minor saloon, maroon, excellent in every respect; £435.—Valentine 4674. [C2018

1952 Morris Minor saloon, 14,000, immaculate; £510.—Bristow, Searle St., Crediton 198. [8363

£545—1953 Morris Minor convertible, black with red upholstery, fitted heater, 8,000 miles only, completely as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Morris Minor 4-door saloon, 150 miles; £675.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Morris Minor saloon, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 Morris Minor 4-door de luxe saloon, black, mileage 1,000; £650.—F. L. Cranmore, Ltd. 2040 Potters Bar. [C1062

1953 Morris Minor convertible, 11,000 miles; £510.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010/1

1954 (August) Minor 4-door saloon, 200 miles; £635.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4061

IMMACULATE 1950 Morris Minor convertible, 19,500 miles, red, beige interior, seat covers, good tyres; £425.—57, Middleham Rd., Edmonton, N.18. [8380

1952 Morris Minor saloon, green, moderate mileage, choice of 2; £495.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

MORRIS Minor, '52 (July) 4-door saloon, grey, condition absolutely as new, one owner; write.—Rashleigh Ede, East Horsley, Surrey. [8204

£445—Black convertible, 1951, private owner's second car, little used, lavishly maintained, additional equipment condition impeccable.—Box 7835. [8337

TWIN carburettor conversion, h/c head, high ratio rear axle, gives amazing performance with economy, send for details and road test, demonstrations any time.

1953 ohv 2-door saloon; £595.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

MAYFAIR GARAGES, Ltd.—May, 1953, ohv convertible coupe, grey, radio, carefully used, almost new condition; £535.—Balderton St., W.1. Mayfair 3104-5. [C3009

1953 Morris Minor convertible, black and maroon, loose covers, one owner, licensed, car in exceptionally nice condition.—H. E. Griffin, Haywards Heath. Tel. 395. [8261

MORRIS Minor, 1954 (April) available end September, 4-door de luxe export saloon, without heater, Clarendon grey, red leather upholstery, taxed year, under 4,000; £600.—Leigh, 8, Byculiah Rd., Enfield. [8395

375 gns.—Morris Minor 1950 saloon, one owner, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Morris Minor convertible, maroon, 34,000 miles, very fine condition throughout; £435.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

XXX Traveller's car; 1954 (March) ohv Morris Minor, finished natural wood and grey celulose with red upholstery and loose covers; absolute immaculate, one owner car; opportunity to secure this very scarce model; written guarantee; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2005

PRIDE & CLARKE, Ltd.—1953 Morris Minor saloons, grey/red, green/green, 8,000 miles, heater, choice two, £559; 1952, green/beige, £509; 1951, black/red, heater, £489; 1953 convertible, black/red, 17,000 miles, one owner, £499; 1951, green/beige, £429; 1950, grey/beige, £379; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash price for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MINOR saloon wanted, new or small mileage.—61, Park Avenue, Sunderland. [7329

MORRIS Minor required, low mileage.—Full particulars Box 7641. [7896

Morris Minor Cars Wanted

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

DISTRICT Nurse (Bedfordshire) requires by mid-October 1949-50 Morris Minor 2-door saloon, good coachwork essential.—Box 7636. [7882

MORRIS EIGHT

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 Series E 2-door de luxe saloon, recellulosed, immaculate condition throughout; choice of 3; £265.

1938 2-door de luxe saloon, excellent condition; £190

1938 2-seater tourer, excellent condition; £180.

1937 2-door de luxe saloon, excellent condition throughout; £165.

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube). Western 3206. [C4063

1948 Series E 2-door saloon; £345; three months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

MORRIS 8 1938 saloon, resprayed, reconditioned engine; offers around £190; private.—Pad. 6583. [8227

1947 Morris 8 Series E; £320, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

145 gns.—Morris 8 1938 saloon, sliding head, leather, radio, good tyres, terms; exchanges.—Rowland Smith, below:—

79 gns.—Morris 8 (September) 1935 4-door saloon, sliding head, leather, choice of 7 Morris 8s; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

MORRIS 8 1936 2-str., perfect condition throughout, four new tyres and battery; £90.—37, Parkside Drive, Edgware. Sto. 7073. [8415

£140—1937 Morris 8 saloon, txd. Dec.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1946 (late) Morris 8, 2-door, exceptional condition, 30,200 miles, one owner; £300.—23, Mount Carmel Chambers, Duke's Lane, Kensington, W.8. [8392

1946 (Nov.) Morris 8 Series E 4-door saloon, new engine fitted recently; £295.—26, Trinity St., Ipswich. [8196

1948 Morris 8 4-door saloon, immaculate; £365.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

1948 Morris 8 saloon, excellent condition throughout; £375, part exchange or easy H.P. terms. Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1947 Morris 8, 4-door, excellent condition; £325.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3065

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the car buyers.—Morris 8's purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

MORRIS TEN

£69—1937 Morris 10, goes well.—White House, Hare St., Buntingford, Herts. Buntingford 104. [8362

£195—1938 Morris 10 de luxe saloon, excellent condition, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1946 Morris 10, looks as new, reconditioned engine; £325; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham S.E.26. Sydenham 6129. [C2068

HILLWOOD MOTORS.—Morris 10 Series M saloon, in black, with brown hide upholstery; this de luxe model has been extensively reconditioned (bills available), has sun roof, built-in Jackall system that works, loose seat covers, spot light, special air cleaner, etc.; spotless condition and only £275.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8280

Morris Ten Cars Wanted

PRIVATELY owned Morris 10.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the car buyers.—Morris 10s purchased for immediate cash, buyer will call.—Tel. Brixton 1791. 158, Stockwell Rd., London, S.W.9. [W3068/R

MORRIS TWELVE

1938 Morris 12 saloon, black, engine just been reconditioned, good tyres and bodywork; £220.—Reys Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6994. [8406

MORRIS COWLEY

1954 Morris Cowley saloon, works mileage, green; £795.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Morris Cowley, works mileage.—Sidney Marcus, Ltd., 33, Soane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1954 Morris Cowley saloon, black, works mileage, taxed Dec.; £760, accept used car in exchange.—33, Newark Ave., Peterborough. [8320

MORRIS OXFORD

CAR MART, Ltd

1952 Morris Oxford saloon; £635.—Cart Mart, Ltd., 163, Bromley Rd., Catford, S.E.6. Hither Green 1001. [C1059

1950 Morris Oxford saloon, beige, with heater, in good condition, one owner; £500 or near offer.—Box 7599. [8248

MORRIS OXFORD

GATEHOUSE offer:—

1954 new model Morris Oxford, 3,000 miles, heater; £775.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

H. BEART & Co., Ltd., offer:—

1951 Morris Oxford finished in black with blue upholstery, in nice condition throughout; £525.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

SAUL & SLATTER, Ltd., offer:—

1953 Morris Oxford saloon, 12,000 miles, one owner, grey with red leather upholstery, heater, spare unused, immaculate condition; £625.

44—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

PHILIP RICKARDS, Ltd., offer:—

1953 (June) Morris Oxford, birch grey, 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. [C3051

1953 (October) Morris Oxford saloon, 12,000 miles, immaculate condition, one owner; £665.

1953 (August) Morris Oxford saloon, 16,000 miles, one owner; £665.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1952 (Nov.) Morris Oxford, clarendon grey/red, htr., one owner, written guarantee; £625.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Bat. 2252. [C3022

1953 Morris Oxford, 4,400 miles only, heater, red leather, black; £675; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

1952 Morris Oxford, one owner, heater, immaculate condition; £585.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1953 (Sept.) Morris Oxford saloon, black, 5,000 miles, immaculate condition; £675.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

1953 (October), one owner, 12,448 miles guaranteed, de luxe black saloon, red leather, spotless, spare unused, taxed year; £600.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, blue/red, black/red, clarendon grey/red, all low mileage, choice three from £599; 1952, grey/brown, £569; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6291. [C3068

1953 (July) Morris Oxford saloon, 11,000 miles, one owner, grey with red leather, heater, Undersealed, spare unused, taxed year, immaculate condition; £635.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

TANKARD & SMITH, Ltd., offer 1953 Morris Oxford saloon, finished in green with green upholstery, one owner only, nominal mileage, the whole car is in showroom condition; £650; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

Morris Oxford Cars Wanted

MORRIS Oxford saloon, 1954, older model considered if in good condition.—Box 7642. [7897

ALMOST new Oxford required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1950 1/2/3 Hirecar Limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

THE CAR MART, Ltd., London, wish to purchase Morris Oxford Cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1951 series Morris Six, pastel blue, first-class condition; £465.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

GARDNER & CO. (HENDON) offer:—

1950 one owner, almost indistinguishable from new, fitted heater, green; £485.—Hendon 3359 and 8460. [C2074

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., for your Morris.—Tel. Sta. 6000 Seven Sisters Rd., Tottenham, N.15. [0098/R

Morris Spares and Service

KINGSTON-ON-THAMES. Morris agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. [8405 3/R

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101 [0365/R

NASH

1947—48 Nash 600 4-door saloon; £525.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858 [C4028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

NASH

NASH saloon, regd. 1951, delightful lines, attractively finished maroon and grey, carefully maintained by late fastidious owner; £450.—Carr Bros. Garages, Purley, Surrey. Uplands 4812. [C1041

OLDSMOBILE

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1949 Oldsmobile convertible, Rocket 98, all electric, radio and heater, red.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944 [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R

PRIDE & CLARKE, Ltd., Opel Spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R

PACKARD

PACKARD sole concessionaires offer:—

1939 Packard 6 saloon with overdrive in dark grey with leather upholstery. This one owner car is in truly remarkable condition, on our test run of over 400 miles only 1¼ pints of oil were consumed, total mileage 61,000; a highly recommended car at the very reasonable price of £325.

1939 Packard Super 8 saloon in dark blue equipped with heater and demister, 2 fog lamps, windscreen washers, special Marchal horns, flashing and semaphore direction indicators; £315.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 3400. [8253

1948 Packard 4-door saloon, one owner, radio and heater; £750.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

£175.—Super 8 Packard enclosed drive 7-seater limousine; choice of 2.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

£225.—Packard 1935 32hp saloon in almost new and original condition, mileage believed 45,000, an unbelievably unique car, taxed December.—Automo, Ltd., 229, West End Lane, W. Hampstead, N.W.6. Hampstead 3430. [8447

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co., Ltd.,

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858.

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

7-PASSENGER modern partitioned Limousines, also good condition Super-8 1937/38, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PLYMOUTH

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

PONTIAC

H. W. MOTORS Ltd., offer:—

1951 Pontiac Hydromatic-gear hard-top coupe, fitted radio and heater; £1,095.—H. W. Motors Ltd., Walton-on-Thames 2404-5-6. [C2042

PONTIAC saloon (1950), 2-door, grey, excellent condition; £625.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R

1954 Porsche 1500 Super hardtop, just run in, cost new £2,150, unused in competitions; £1,875.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0821/R

RAILTON

GE

WE offer for sale probably the finest Railton Cobham in the country, completely reconditioned throughout regardless of cost, over £400 spent on it during the last two years, professionally fitted 4-speed Wilson preselector gear box with fluid flywheel, together with a Jaguar Hypoid differential, giving a top-gear ratio of 3.5, finished finest black cellulose, chromium plate, blue leather upholstery, bench type front seat fitted with centre armrest, radio, heater, defrosters, variable speed windscreen wipers, and numerous other special fittings, the condition of this vehicle has to be seen to be believed with full history available; offered at £525 or thereabouts; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0333/R

Railton Cars Wanted

REQUIRED, really good Railton.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

DICKS.

1950 Renault 760 saloon, very economical; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

H. BEART & Co., Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request; £475.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081

AUTO SALES (LONDON), Ltd., offer:—

1952 Renault 750 c.c. de luxe saloon, finished in blue, one owner, in exceptional condition; £465.

1954 series Renault Fregate saloon, small mileage, one owner, finished in blue, very carefully used car; £875.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [8251

WELHAMS Renault Sales Service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Established 1909.

1954 750 saloon de luxe; £575

1952 750 saloon, green, taxed; £450.

1950 750 saloon, green, taxed; £370. [C4070

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:—

1950 (Nov.) Renault 750 saloon, finished steel grey, fawn leather, radio, excellent condition; £395.

1953 Renault 750 saloon, finished bronze, beige leather, fitted heater, windscreen washers, specially modified engine, twin carburettors, low mileage, immaculate condition throughout; £525. [C1001

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

1954 Renault 750 saloon, under 500 miles, taxed; £575.—Walton-on-Thames Motor Co., Ltd., Walton 200. [8195

1952 (June) Renault 750 saloon, 16,000 miles, carefully used, roof rack; £465; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

PRIDE & CLARKE, Ltd.—1954 Renault 750 saloon, grey, red leather, 1,000 miles; £559; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Renault Cars Wanted

750 saloon wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [8305

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

H. BEART & Co., Ltd., offer:—

1951 Riley 2½-litre drop head coupe, an excellent example of this very rare model, full details on request.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081

SAUL & SLATTER, Ltd., offer:—

1953 (Sept.) Riley 2½-litre saloon, grey with red upholstery, 14,000 miles only, one owner; £975.

44—46, Aldermans Hill, London, N.13. Tel. Palmers Green 3631-2-3. [C4002

BROOKLANDS.—Individuality new and used cars.

1953 Riley 2½-litre saloon.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

RILEY

GORDON & GLYNN,

ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£425.—1938 Sprite 2-seater, Hawthorn rebuild, manual box, T.T. suspension, taxed December.

£325.—1938 Kestrel 1½ manual gear box and overdrive, black with pig skin interior, a specimen car.

£275.—1937 1½-litre Kestrel Sprite, S.S. 27K series, a delightful example of this classic model, motors superbly fitted, brand new tyres and many extras, taxed.

£245.—1937 14hp Adelphi, excellent appearance, recellulosed in Riley grey, mechanically spot on, and a really smooth powerful motor, good tyres, twin spots, etc.

£185.—1933 9hp Lynx open 4-seater sports, in beautiful shape throughout; this one is just the job.

£165.—1934 9hp Lynx open 4-seater sports, manual box, excellent condition throughout, good interior leather, new battery, etc.

£145.—9hp Gamecock open 2-seater sports, a beautiful little car in every way, just overhauled completely, bills available, fitted chromard liners, crankshaft reground, etc., etc., good tyres, taxed December.

£125.—1934 9hp Kestrel, recently overhauled, all new bearings, etc., fitted Scintilla mag. and manual gear box, sound coachwork and interior, excellent opportunity, taxed.

£45.—1932 Monaco, jolly good runner, taxed.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).

GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C2075

MAIDSTONE ENGINEERING Co.

OFFER the following:—

1948 Riley 2½-litre saloon, black with green leather interior; £495.

1948 Riley 2½-litre saloon, black with grey below waistline, radio; £525.

1949 Riley 2½-litre saloon, maroon with black wings, maroon leather interior; £550.

1949 Riley 2½-litre one-owner saloon, low mileage, black with red leather int., radio; £595.

ALL the above cars are in really excellent condition throughout and are open to any trial or examination; all cars are checked before leaving the premises; immediate hire purchase and exchanges.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. [C3000

GUY SALMON AUTOMOBILES offer:—

1952 (September) Riley 1½-litre saloon, maroon, beige leather, one owner, immaculate condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

RILEY 1½-litre saloon (1948), beige/green; £525.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

H. H. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/10.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1952 (July) 2½-litre saloon, black, red leather, one owner, 23,000 miles, many extras; £875.

1952 (February) 2½-litre saloon, grey, red leather, one owner, 20,000 miles; £845.

1949 1½-litre saloon, colour black, red leather, mileage 50,000; £595.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.

49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048

1950 2½ Riley saloon, black, radio and heater, new engine fitted; £580.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [8288

GORDON CARS (LONDON), Ltd.—1953 Riley 2½-litre saloon, black, splendid condition; £1,025.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1938 Riley 16/4 saloon, black with red leather, superb condition; £275.—Mayfair 0131. [C3006

PERFORMANCE CARS.—For this week's selection see our display advert. on page 49. [C3041

1949 Riley 1½-litre 4-door saloon, black, red leather interior, well equipped model.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. [8267

RILEY Kestrel 1936 6-light, black, well maintained; £185.—188, Rectory Rd., Sutton Coldfield. [8432

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079/R

£465 Riley 1½-litre 1946 4-door sports saloon, a really well cared for car, excellent cellulose, bodywork and interior; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). Exchanges, h.p. [C1017

£265 Riley 1½-litre 1938 Victor 4-door saloon, crash box, overdrive, exceptionally good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). Exchanges h.p. [C1017/1

1952 2½-litre, black, 11,500, one owner, perfect condition, can be seen.—Sycamore's Garage, Stamford, Lincs. [8229

1951 Riley 1½ saloon, black, fawn leather, heater, one owner, £715.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Pri. 4441 [C4047

1938 Kestrel 16/4 Blue Streak saloon, overdrive model, faultless condition throughout; details and appointment.—Derby 48665; £225. [8373

CASS'S MOTOR MART.—1951 Riley 2½-litre saloon maroon, heater, unblemished; £775, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1953 (July) 2½-litre Riley saloon, black, radio, heater, one owner, condition as new guaranteed; £895; also

1952 (June) 1½-litre Riley, genuine 14,000 miles, spare unused, one owner, looks brand new; £875.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

£495!!!—1948 Riley 1½-litre saloon with radio and heater built in, colour black with red leather, extremely good order and excellent value for money.

£695!!!—Riley 2½-litre saloon, 1951, attractive metallic finish with red leather, heater and demisting, outstanding condition.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1948 Riley 2½ saloon, excellent condition; £595.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

RILEY 9hp Kestrel, 1934, good condition and tyres, black, brown upholstery; £95 o.n.o.; seen evenings.—17, Ennerdale Avenue, Eastham, Cheshire. [8321

1940 model Riley 2½-litre Nuffield saloon; £275 o.n.o., choice of 2, both taxed year; terms arranged.—Packer, 169, Hotwell Rd., Bristol, 8. [8241

ARCHIE SIMONS & Co., Ltd.—1947 Riley 1½-litre saloon, colour black, one owner, specimen car for the year; £525.—94, Gt. Portland St., W.1. Lan. 1543. [C4015

1948 Riley 1½-litre saloon, H.M.V., loose covers, etc., fine appearance, splendid mechanical condition; £545, written guarantee, h.p., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

£135—Riley 12/6 saloon, Nov. 1934, particularly reliable and smart, very good tyres, Lucas conversion head lamps.—Nash, 15, Russell Gardens Mews, W.14. Park 7947. [8391

1950 Riley 2½-litre saloon, coachwork in green with green leather, beautifully maintained in delightful condition, 22,700 miles; £695.—M. Kingham, Puck's Wood, Finchampstead, Berkshire. [8313

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted, must be low mileage; distance no object.—Green and Zonis, Ltd., 246-252 Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

1936 Riley 14 Adelphi saloon, immaculate condition throughout, taxed year; £165; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C3055

495gns.—Riley, 1946 1½-litre saloon, black, leather, radio, heater, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1953 Riley 1½-litre saloon, autumn red with red leather, one owner, 12,000 miles, as new; £925.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7724

5000 miles only.—September 1953 2½-litre Riley saloon, one owner, green, immaculate; part exchange, hire purchase.—Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044. [8399

RILEY Big 4, first registered April 1950, recently stored 2 years with Riley agent, speedometer indicates 15,000, unusual opportunity of purchasing an outstanding car barely run-in at half-price; £700.—Box 7847. [8349

AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [C046/R

£815—Genuine 1953 Riley 2½-litre de luxe saloon, fitted heater, low mileage, one owner, in excellent condition; original cost £1,350; part exchange or private finance considered.—Godalming, 312 (evenings only). [8303

1950 (March) Riley 2½-litre saloon, black with brown leather and silver wheels, exceptionally fresh interior, unblemished exterior, a specimen car; £695; part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1937 1½-litre Kestrel 6 light saloon, black, red leather, complete overhaul just completed, including reconditioned gear box, bills for over £150 available, new tyres throughout; best offer over £200; must sell by end of Sept., overseas appointment.—K. Sutton, 477, Sidcup Rd., Eltham, S.E.9. [8370

1938 (first registered 1939) Riley 16/4 saloon, fitted overdrive, finished black, radio, leather upholstery to match; this car has had one owner since new and the estimated mileage is 55,000 approx; tyres are in very good condition and the coachwork beyond reproach; the car has recently been decarbonised and thoroughly checked and found to be 100%; with the overdrive in use petrol consumption is approx. 30 m.p.g.; £335.—Reynolds, 32, Castle St., Cambridge. [8181

Riley Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS Ltd., Golders Green, require:—

RILEY cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

A FINE and genuine Riley wanted.—Cobb, 30, Harley House, London, N.W.1. [W1086

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

YORKSHIRE.—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

WANTED late (1937-8) Riley 1½ Kestel, first-class condition essential; private buyer.—Box 7838. [8340

C.N.K. MOTORS require clean pre-war Rileys.—355, Finchley Rd., N.W.3. Hampstead 5712. [W1052

RILEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2 [W3018

XXX H. F. Edwards offer immediate cash for good Riley.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Riley Cars Wanted

THE CAR MART, Ltd., London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [0969/R

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

URGENTLY required 1946-53 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9973

Riley Spares and Service

READING.—Hewens Garages, Ltd., for Riley spares and service. Tel. 1436. [0209

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [6622

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carlton Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

ROLLS-ROYCE

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Wraith, 1952, Park Ward 6-light saloon, 2 shades of green/green leather, 800 miles only.

SILVER Wraith 1948 James Young 2-door saloon, black/grey hide, 24,800 miles; £2,950.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Freestone & Webb sports saloon with division, black with beige hide; £4,250.

1949 H. J. Mulliner sports saloon with sunshine roof, black with beige hide; £3,500.

1937 25/30 saloon by Gurney Nutting, black with brown hide; £995.

1936 sports saloon by Freestone & Webb, black, 2-door, immaculate; £1,195.

1935 20/25 Freestone & Webb sports saloon, two-tone grey with grey hide; £895.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

PB, Ltd., offer:—

1935 20/25 Rolls-Royce with owner-driver saloon by H. J. Mulliner, chassis and body in beautiful condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033

RUSSELL MOTORS offer:—

1940 (March) Rolls-Royce Wraith semi-razor-edged sports saloon by Hooper, fitted radio and heater, a very rare car in beautiful condition, recommended and can be seen and tried at

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine by Hooper, black with fawn leather upholstery; £2,550.

MANN EGERTON & Co., Ltd.,

14, Berkeley St., W.1. Hyde Park 2073. [C2006

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner sports saloon with division; £1,075.

1937 30hp Crosbie & Dunn 6-light, owner driven saloon; £850.

1936 30hp Barker owner driven saloon with division; £800.

1935 25hp Gurney Nutting fixed head foursome coupe; £750.

1934 25hp Park Ward sports saloon; £650.

1933 25hp Thrupp and Maberly sports saloon; £550.

1931 25hp with post-war sports foursome coupe; £450.

1929 20hp Windover open tourer; £285.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

CHIPSTEAD MOTORS, Ltd., offer:—

22hp Replica streamlined d/h' coupe, Ace discs, bumpers, heater, pass lamps, etc., etc.

25hp 1933 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.

25hp 1935 sports saloon by Freestone & Webb, recently complete overhaul by Rolls-Royce, Ltd., smart and attractive car; £695.

25hp late 1936 most attractive low Continental fixed head foursome coupe and reconditioned engine, black/beige leather, large boot, discs, bumpers, etc., specimen; £750.

1934 Rolls-Royce 20/25 Gurney Nutting foursome d/h coupe, black, engine good condition; £545.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

ROLLS-ROYCE

J

B

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.) [C1082

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1949 (July delivery) Silver Wraith drop head foursome coupe by Messrs. Gurney Nutting, grey with maroon hide, 22,000 miles only, one owner, maker's history, this unusual and beautiful car is in impeccable condition; £3,150.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Thrupp & Maberly, saloon, in perfect condition; £650.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057

BROOKLANDS.—Individuality new and used cars.

1948 Rolls-Royce Silver Wraith 7-passenger Sedanca de Ville by H. J. Mulliner.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

VINTAGE AUTOS.—See car advertisement on page 49. [C4079

SWANMORE GARAGE, Ltd.—See our display advt. on page 406. [C4024

HEARSES!! Bearer and Deck delivery from stock also other makes from £1150.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Tel. Richmond 1161. [7955

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce & Bentley retailers & repairers, offer:—

1954 Rolls-Royce Silver Dawn, fitted special 4-door sal. by James Young incorporating electric div.; this very beautiful and unique car has covered 2,900 miles only and is finished in attactive shade of blue with grey hide.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunninghan 5936. [C2010

ROLLS-ROYCE 20 up 8-seater shooting brake, £715 spent with Messrs. Rolls-Royce complete overhaul; £285.—Simmons, Gro. 1188. [8412

GORDON CARS (LONDON), Ltd.—1935 Rolls-Royce sedanca de ville, one titled owner, low mileage; £695.

GORDON House, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

£595.—Rolls-Royce Phantom II 7-passenger limousine one owner.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010

1932 Rolls-Royce 20/25 Park Ward owner-driver saloon, numerous extras, outstanding condition; £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

ROLLS-ROYCE saloons and limousines, all models, at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. [6339

1939 Rolls-Royce Wraith semi-razor edged sports saloon with division, small mileage, Rolls history, overhauled, immaculate; London.—Box 7871. [8453

CASS'S MOTOR MART.—1933 Rolls-Royce 20/25 James Young sports saloon, black, £170 just spent on car, immaculate; £550.—5 Warren St., W.1. Euston 4110. [C1040

1936 Rolls-Royce 25/30, 7-passenger limousine, with face-forward seats, spotless, privately owned; £650.—Central Garage, Fell Rd., Croydon. Tel. Croydon 7464. [8421

1935 Rolls-Royce 20/25 close-coupled saloon, with boot by Hooper, excellent condition throughout, fitted radio, discs; £625.—Harry Martin, 23, Devonshire Place Mews, W.1. [8461

R. C. MORTLAKE offers: Wraith 25/30 Rolls-Royce, semi razor edged owner-driver sports saloon, radio, heater, in exceptionally fine order.—253, Kensal Rd., London W.10. Arnold 4604/6452.

ROLLS touring limousine by Hooper, electrically operated partition, finished in black with brown leather, 42,000 miles, full Rolls history and report available for inspection.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Gro. 4141 [8259

1935 20/25 Rolls-Royce Brougham de Ville; this vehicle has exceptionally good Rolls history and in genuine condition throughout; £695.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1929 Phantom I later type smart-looking T. & M. Sedanca 4-light owner-driver all aluminium body, mechanically very good, new tyres, body sound, can be seen Bradford; £120 or near offer.—Box 7848. [8350

495gns.—Rolls-Royce, 1935 (registered 1936) 20/25hp foursome fixed head coupe, black, fawn leather, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

WRAITH, 1939 Windover semi-razor-edged saloon with electric division, finished black, heater; this is one of the finest examples of the Wraith in the country, 65,000 miles, complete history available.—Below.

1935 20/25 Park Ward 4-light saloon, in maroon and black, brown hide upholstery, radio, heater, loose covers for front seats, 18,000 miles since complete overhaul, new radiator and battery in last 12 months; £645.

NORTHBROOK MOTORS, Ltd., Rolls-Royce and Bentley Repairers. Tel. Paddington 2403/4. [8462

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A & S Limousines 1936/37 partitioned swept tail 30hp Limousines, (Hooper, Thrupp, Rippon), forward occasionals, excellent condition carriages, certified mechanically, black, reasonable prices.

LIMOUSINE 1937/30hp partitioned Hooper Deluxe Coachwork, wide occasionals, black, privately owned, mileage 49,000, magnificent condition throughout. £1,045.

LIMOUSINE 1938/30hp partitioned Rippon, widest occasionals, exceptional order, black, immaculate, £1,075.

WRAITH 1939/30hp partitioned Hooper Deluxe Limousine, widest occasionals, meticulously maintained, black, excellent throughout. £1,345.

1947 Silver Wraith Hooper Deluxe Touring Limousine, electric partition, additional occasionals, extending boot, leather throughout, reasonable mileage. £2,245.

ALPE & SAUNDERS LIMITED (Seven Passenger Rolls-Royce Specialists), Providence Court, North Audley Street. Mayfair-2941. [C1006

G & M ALFREDS (1936), Ltd.—1937 Rolls-Royce 25/30 owner-driver swept back saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

1936 (September) Rolls-Royce 25/30 with division, face-forward occasional seats, body by Barker, total mileage 70,000, in exceptional condition throughout; £950.—The County Garage, Gerrards Cross 2279/3725. [8260

OWNER-DRIVER 1936/30hp Series GUL., winding partitioned Hooper Saloon, extending boot, black, excellent condition, reasonable mileage, comprehensive guarantee certificate. £695. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [C1006/1

THE SOUTHERN MOTOR Co. specialise in all owner-driver Rolls-Royce models and have a range of Replicas (modern coachwork) at prices from £400/£600. —Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); Office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. [0354

20-25 Rolls-Royce sports saloon; a most attractive body by Ranallah; finished black with brown leather upholstery; first registered 1936, believed to be an actual show model; total mileage only 80,000; first reasonable offer secures.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Dou. 7598. [8247

1936 25hp Rolls-Royce, fitted with owner-driver saloon body by Windovers; this car has had one owner only and has been stored for the majority of its life; total mileage to date 50,000; all tyres are in excellent condition, coachwork, both interior and exterior, are as new, occasional seats are fitted behind the two front seats, giving seating accommodation for 7 people; £795.—Reynolds, 32, Castle St., Cambridge. [8182

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0970/R

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041.

PERFORMANCE CARS urgently require Rolls-Royce. —Great West Rd., Brentford, Middlesex. Ealing 6841. [W3041

REQUIRED, really good owner-driver Rolls-Royce.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

1937 25/30 owner-driver saloon or sedanca in outstanding condition.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [W1012

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [W3007

A & S urgently require late pre-war 20/25/30hp Limousines, 1934/36/38/39, also Saloons with boot, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

Rolls-Royce Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and renovations.—84-90, Holland Park Ave., Kensington. Park 5077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. [C3030

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1927 Rover 9.8, excellent condition, taxed; £35.—Tel. Skegness 737. [8386

£495.—1947 Rover 10 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 1965. [C1010

A BEAUTIFUL 1939 Rover 10 saloon, better than most 1947 which it resembles, original throughout, taxed; £365; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Nearest Tube Camden Town Station.) Euston 2700 and 8894. [C3059

ROVER 12

1940 Rover 12 sports saloon, very carefully used, original condition; £345.—Dunham & Haines, Luton 2100. [C1079

£165.—Rover 12 saloon, July, 1936, just rebored, exceptional.—Traynor Motors, 135, High St. South, East Ham. Grangewood 2530. [C4032

ROVER 12 saloon, 1938, two owners, immaculate condition, radio, taxed December; £285; terms, exchanges.—Kiddeys, 21, Harberson Rd., Balham, S.W.12. Tel. Balham 2531. [8407

1947 Rover 12, blue, in exceptional condition bodywork and chassis, moderate mileage; exchange Morris Minor convertible.—Lodgsons, Royston, Herts. Tel. 2261-2. [8441

295 gns.—Rover 12, 1938 saloon, sliding head, leather, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER 12 super sports tourer, late 1936, under 43,000 miles since new, fitted many extras, in magnificent condition, a really beautiful sports car, with lovely Shaport low streamlined body, cut-away sides, low swept tail, large outside boot, splendid all-weather equipment, terrific performance, special exhaust, quiet engine, lovely brakes, quiet transmission, a genuine pride of ownship, well cared-for pedigree motor car, a perfect pleasure to drive, 300 miles trial; honest car genuine bargain, £165; taxed year, beautifully finished in highly polished ivory, green upholstery; photo to genuine enquirer.—18, Clarence Rd., Manchester, 21. Tel. Chorlton 1288. [8394

ROVER 14

1937 Rover 14 saloon, black, low mileage, recent overhaul, good condition, terms arranged; £220.—Box 7839. [8341

LAMBS OF WOOD GREEN offer selection of Standard and sports Rover 14 saloons, well maintained, attractive condition cars from £250; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 Rover 14 sports saloon, light green, green leather, spot lamp, radio, windscreen washer, chrome twin-tone horns, all tools, original paintwork, 71,000 miles, taxed; £345.—Woking Motors (Maybury Hill), Ltd., 1928. [C4057

ROVER 16

1947 Rover 16 saloon, fitted heater, radio, loose covers, one owner only, splendid condition throughout; £485.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

£479!!!—1947 series Rover 16 full de luxe saloon, fitted with heater and many extras, excellent tyres, a real opportunity; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROVER (60, 75 and 90)

COX'S offer:—

1954 Rover 90, 4,000 miles, radio and heater, as new; £1,295.

1954 Rover 75, 6,000 miles, radio and heater, perfect throughout; £1,195.

1953 Rover 75, black with tan leather, low mileage; £1,075.

COX'S MOTORS (Leicester) Ltd., 11/15, Conduit St., Leicester. Tel. 60319. [C1059

1951 Rover P4, one owner, immaculate; £845.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006

3600 miles.—1953 (August) Rover 75 saloon, quite faultless.—Weybridge 600. [4023

ROVER 75, 1953, blue, many extras, director's car, 8,500 miles; £1,075.—Bar. 2894, Pal. 3763. [8374

1953 Rover 75 saloon, black, genuine 9,000 miles, one owner, guaranteed; £1,060.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952/3/4. [C3052

ROVER 60 saloon, 1954, black with brown hide upholstery, fitted H.M.V. radio and heater, total mileage 3,800 only, as new, one owner; £1,150.

NEWBURY MOTORS, Ltd., Manor Lane, Halesowen, Worcestershire. Tel. Hal. 1641-2. [8233

1952 Rover 75, immaculate condition; £865.—Collins Motor Co., Bury New Rd., Sedgley Park, Prestwich. [8239

1954 Rover 90, April, mileage 4,000, been carefully used, taxed.—Logsdons, Royston, Herts. Tel. 2281-2. [8442

1948 Rover 75, one owner, very good example; £550.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1949 Rover 75 P3, one careful owner, superb order; £645.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

ROVER 75 (regd. 17-1-52), black, red hide, radio, heater, very small mileage, taxed; £895.—"Ivanhoe," Wick Rd., Bristol. [8398

1954 Rover 90, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

ROVER 90, works mileage, part exchange, terms.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

1954 (August) Rover 60 saloon, works mileage only.—Sydney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006

1951 Rover P.4 sal., cream/red leather, radio, one owner, special three-carburettor engine modification cost £150, 22,800 miles; £895.—May, 5242. [C3030

ROVER (60, 75 and 90)

1954 (March) model 90, black, red upholstery, mileage 7,500, as new, one owner, available Sept. 18; £1,200.—Harris-Mayes & Co., Watford 4026. [8292

£635!!!—Rover 60 full de luxe saloon, P3 series, unblemished original condition, outstanding example of these much sought after and delightful motor cars.

£645!!!—Rover 75 de luxe saloon, P3 series, faultlessly maintained by original owner, outstanding performance on the road with real economy, a car that we sell with our full recommendation; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 Rover 90 saloon, black with beige leather, radio, heater, windscreen washers, rubber mats, as new.—Harry Martin, 23, Devonshire Place Mews, W.1. [8460

£625!!!—Rover 75 sports saloon, 1949, very smart 4-light model, excellent black finish, leather interior, heater and wireless, Windtones and pass lights, outstanding specimen of this desirable marque.

£945!!!—March, 1952, Rover 75 saloon, one previous owner, recorded mileage 18,100, heater, seat covers, screen washers, beautiful condition.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1949 Rover 75 saloon, black with red upholstery; confidently offered as one of the finest examples of this model available; any examination welcomed; £625, exchanges and h.p. arranged.—Welwyn Service Depot, Ltd., Hatfield 2178. [8309

ROSE & YOUNG, Ltd., offer 1954 Rover 60, 3,000 miles only, fitted radio, loose covers, chrome rims, etc., unmarked, black with red leather; £1,185.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

OPPORTUNITY to acquire small-mileage Rover 75 1951 P4, own vehicle maintained at Rovers throughout, latest engine modifications guaranteed mileage 23,000 only, loose covers, link mats, etc., superb condition, full guarantee, bargain; £825!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

Rover 60, 75 and 90 Wanted

1948/49 Rover 75, will consider Rover 60 (P.3 model).—Banstead Road Garage, Ltd., 70, Banstead Rd., Carshalton Beeches. Tel. Vig. 4096. [8268

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd., A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [0195/R

1954 Land-Rover, fitted metal tilt, carefully used, road work only.—Dunham & Haines, Luton 2100. [C1079

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country:—

1954 Land-Rover, 3,000 miles, condition as new, accessories include indicators, spot lamp, twin mirrors, extra screen wiper, mats front and rear, Dunlopillo seats in rear; price £650.

1953 Land-Rover, 17,000 miles, one owner, outstanding condition; £495.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039

£515 o.n.o.—1954 model Land-Rover, first registered Dec., 1953, fitted with maker's alloy hard top, heater, trafficators, carpets, etc., one owner, licensed privately, road use only, 17,000 miles, 24 m.p.g., excellent condition.—Box 7780. [8201

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. [0029/R

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Miscellaneous Cars Wanted

ROVER buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

XXX H. F. Edwards offer immediate cash for good Rover.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acre Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 3901. [0567/R

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares, service available. —321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

1954 Simca Aronde saloon, green, taxed December, heater, 8,000 miles, as new; £775; terms and exchanges.

WHITWORTH MOTORS, 197, Oxford Rd., Manchester, 13. Tel. Ardwick 2804. [8458

ARONDE 1954, low mileage, as new, heater; H.P., exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [0885

SIMCA Aronde.—Several demonstrations cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. [0395/R

1953 Aronde, only 12,500 miles, showroom condition, many extras; £695; 3 months' guarantee.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061

BARTLETT.—Simca sport drop head coupe, total recorded mileage 11,000; almost indistinguishable from new, cost approximately £2,000 at Earls Court show; bargain, £975.—27a, Pembridge Villas, W.11. [C1013

SINGER

GORDON CARS (LONDON), Ltd.—1953 Singer 1500 roadster, one owner, low mileage £595.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1949 Singer Super 12, 40,000 miles, maroon, immaculate condition, 2 owners; £400.—Apply Box 7803. [8223

1949 Singer roadster, first-class throughout; £345; written guarantee; h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065

SINGER Super 10, 1948, low mileage, chauffeur kept; £375 o.n.o. or part exchange.—Write, Box "SE/32," c/o 95, Bishopsgate, E.C.2. [8172

1947 Singer Super 10, black, brown leather, recent record. engine; £265.—Mayday Motors, Ltd., Mayday Rd., Thornton Heath. Thornton Heath 3473. [8450

£525!!!—Singer S.M. 1500 saloon 1951 de luxe series with rich leather upholstery, built-in heater, polished wood facia, beautiful car in very outstanding order.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open till 8 p.m. [C1035

£99!!!—Don't miss this; 1938 Singer 9 Bantam saloon, economical and sound, loose covers, go anywhere, txd.—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£335!!!—1947/8 Singer super 10 4-door saloon de luxe, a particularly fast and attractive motor car, very economical; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SINGER cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ALL Singer models wanted urgently. Inspection arranged anywhere in the country.

GORDON CARS (LONDON) Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7044

REQUIRED, really good Singer 1500.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Singer Spares and Service

LANCASHIRE'S premier stockists.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091. [6109

THE Singer Agents for spares, service repairs. Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080, Deansgate, Manchester Deansgate 4507. [0390/R

SPORTS CARS

B. & G. MOTORS offer:—

£215.—Frazer Nash 1½-litre T.T. replica 2-seater, immaculate in British racing green, 4-ED Meadows engine.

£185.—Talbot 105 21hp open Speedmodel Vanden Plas 4-seater, in genuinely spanking order, 90 mph, really comfortable.

£155.—Riley 9 March Special open sports 4-seater, gunmetal and red, a very lovely car with twin carbs., slab tank, etc.

£135.—Singer 9 Le Mans open 4-seater, in immaculate red cellulose, twin carbs., swept tail, knock-ons, etc., fast car.

£130.—Ford 8 Special sports 4-seater, immaculate red, new hood; goes like a bomb.

£125.—M.G. 8hp J-type sports 4-seater, choice of 2, 1 red and 1 black, twin carbs., knock-on wheels, etc.

£115.—M.G. 12hp open sports 4-seater, Cambridge blue and chromium, very pretty car with all the gubbins.

£110.—SS 20hp open sports 4-seater, black and chromium, a very good example, smart car looks worth £200.

£75.—M.G. 8hp open sports 2-seater, red, a little beauty.

£48.—M.G. 8hp open sports 2-seater, goes extremely well, ideal for impecunious enthusiast.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

BERT MASON, Sports Cars.

£285 or terms.—Alfa-Romeo twin cam supercharged super sports two-seater, outstanding condition.

£175 or terms.—Lagonda 4½-litre Rapide pillarless sports saloon, in extremely nice condition throughout.

£165 or terms.—Alvis 17hp sports saloon, a very well kept and maintained example in which any trial will be given.

£135 or terms.—Railton Straight Eight sports saloon, very clean indeed, one of the fastest pre-war motor cars.

£135 or terms.—Hudson Bertelli special sports 4-seater, impossible to describe by words, fantastic performance.

£175 or terms.—Wolseley Hornet 14hp special sports, please note this is the very special 14hp model.

THE above motor cars represent only a small selection of our ever-changing stock which we invite you to come along and inspect; hire purchase on all cars.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Amherst 1814. [C3078

ROWLAND SMITH'S for Sports Cars.

525 gns.—M.G. Midget, 1952 model TD 2-seater, ivory, red leather, tuned stage II, excellent condition.

525 gns.—Morgan Plus 4, December 1952 sports 2-seater, one owner, small mileage, exceptional.

325 gns.—Aston Martin 1938 15/98 2-litre short chassis drop head coupe, blue, red leather, very good condition.

175 gns.—M.G. Midget, late 1935 8hp P 2-seater, blue, leather, sports coil, two spare wheels, good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 1,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

VINTAGE AUTOS.—See our advertisement on page 49. [C4079

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.

WRITTEN guarantee, immediate h.p. and insurance, B.M.T.A., M.A.A.; appointed R.A.C.

FROM over 150 in stock all painly marked with year and price we select:—

FOR this week's selection see display advert. on page 49. [C3041

36/220 Mercedes-Benz, immaculate appearance, mechanically excellent, 4-seater tourer, good tyres; £350.—D. Hodson, Builder, Knapwell, Cambs.

1951 Allard K.2 sports, 2-seater, first-class condition, many extras, really beautiful specimen; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

£145.—16hp 3-litre speed model Bentley drop head coupe, P100s, Bosch passlight; £150, 1935/6 8hp PA-type M.G. 2/4-seater; terms, exchanges.—Underwood-Rusling, 28, Queensberry Rd., Kettering. Tel. 3351. [C4075

CHIPSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars.—See under Austin, A.40, Austin-Healey, Alfa-Romeo, Healey, Hillman Minx, Jaguar, Morgan and Rolls-Royce columns; allow us to quote for your present car. [C1046

ROYS AUTOMOBILES, Ltd., offer the following sports and open cars: 1948 M.G. T.C., £369; 1946 M.G. T.C., £355; 1938 M.G. T.A., £250; 1937 M.G. T.A., £239; 1937 Austin 7 Nippy, £165; 1938 B.S.A. sports 2-seater, £125; 1931 Riley 9 Monaco saloon, £75; 1937 Fiat 500, £150; 1938 Morris 8 tourer, £155; many others; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

CHILTERN CARS offer a selection of sports cars in exceptional condition including: 12hp Alvis Firefly foursome drop head coupe, £145; Alvis Speed 20 Charlesworth sports saloon, £175; Alvis 12/50 TJ saloon, £95; 1934 Alvis Silver Crest saloon, £57/10; Bentley 3-litre Red Label special foursome coupe coachwork, £235; 1939 B.M.W. 328 2-seater, £425; J.A.G. V.8 special 2-seater, £225; 1938 Jaguar 3½-litre 100 2-seater, £385; 1932 M.G. F-type Magna continental coupe, £85; Railton 28hp Ranalah tourer, £165; 1925 Rolls-Royce 20 sports saloon, £155; Standard Avon 12hp sports 4-seater, £135; 1936 Triumph Dolomite 1½-litre sports saloon, £225; Terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

SPORTS CARS

ALVIS Speed 20 saloon, taxed, £170; Alvis 4.3 drop head, taxed, £295; S.S.100 4-str. sports type, taxed, £265; 1938 Morgan 4/4, taxed, £185; Alfa-Romeo 2.3 drop head, £295; Riley M.P.H., £295; 1935 Morris 8, £95; Standard 10 special, taxed, £135; also an S.S.100 3½-litre.—Automo, Ltd., 229, West End Lane, W. Hampstead, N.W.6. Hampstead 3430. [8446

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JOHNSON & BROWN, required clean sports cars.—Ringers Rd., Bromley, Ravensbourne 2322. [W2073

WANTED, car suitable for sports car racing, also Ford 10hp special.—6, The Avenue, Middlesbrough. [8323

PERFORMANCE CARS.—S.O.S.! Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, 'phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Perry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1954 Standard 8 saloon, 2,750 miles only, heater and wheel discs fitted, coachwork and interior unblemished, spare tyre unused, tools unwrapped, taxed December; 499gns. or £104/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GLANFIELD LAWRENCE offer:—

1954 Standard 8 saloon, one owner, 8,000 miles, beige, exceptional condition; £495.—407, High Rd., N.12. Finchley 0091. [C2055

1954 (Sept.) Standard 8 de luxe, 300 miles, dark green, red leather; £570.—Box 7870. [8452

1946 Standard 8 tourer, excellent, guaranteed; £235; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1948 Standard 8 sln., overhauled, grey; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1954 Standard 8, 3,000 miles, as new, wheel plates, wipers, licensed, insured; £520 o.n.o.—Box 3832. [8334

1946 Standard 8 d/h coupe, new engine and re-sprayed, 1,500 miles ago; £275.—Beardmore, 26, Queensway, W.2. Bayswater 0136.

1954 Standard 8 saloon, heater, Ace Rimbellishers, 4,200 miles only, one owner, taxed year; £520.—Hale Motors, Ltd., Tot. 7771-4. [C2077

495 gns.—Standard 8, 1954 saloon, Salvador blue, red tygan, twin screenwipers, chromed nave plates, Regency loose covers, one owner, 6,500 miles, spare unused; terms, exchanges.—Rowland Smith, below:—

145 gns.—Standard 8, 1939 model saloon, leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, grey/blue, blue/red, 1,000 miles to 4,000 miles, heater, choice 5 from £499; 3 months' guarantee; terms, exchanges, lists.—156, Stockwell Rd., S.W.9. Brixton 6251. [C3068

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

STANDARD 9

1936 Standard 9, specimen; £135.

1937 Standard 9 saloon, excellent throughout; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

39 gns.—Standard 9, 1932 4-door saloon, good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

STANDARD 10

1954 Standard 10, leather, under 200 miles; available October; £635.—Box 7834. [8336

1954 new type Standard 10 four-door saloon, works mileage; £665.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

STANDARD 12

BOON & PORTER, Ltd

1948 saloon, in grey, sun roof, one owner; sold and serviced by us; £345.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

NORTHERN MOTORS OF HARROW, offer:—

£195!!! 1938 Flying Standard 12hp saloon, really good value for money.

186—194, Pinner Rd., Harrow 4444 [8282

1946 Standard Super 12 de luxe saloon, immaculate condition, privately owned; £275.—Wil. 0140. [8166

1948 Standard 12hp saloon, owner-driven, exceptional condition; £360.—Rhodes, Yelvertoft, Rugby. [8365

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

1948 Standard 12 d/h coupe, heater, 44,000 miles, excellent condition; £350.—Fulford, Briggs Cottage, Noke, Oxford. [8361

1948 Standard 12 sun saloon, beige and maroon, brown hide, heater, etc., any examination welcomed, 3 months' guarantee; £375; terms and exchanges.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [6104

325 gns.—Standard 12, October 1947 saloon, grey, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 14

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Standard 14 saloon, taxed year, extremely good order throughout; £365.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1948 Standard 14 drop head coupe, excellent condition; £355.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1948 Standard 14 salgon, black with red leather, one owner excellent condition; £360.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. [C4053

1939 Standard 14 saloon, very attractive car in black, with beautiful leather interior, good mechanically, any trial; £195, or £65 deposit, balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

STANDARD VANGUARD

CAR MART, Ltd.

1952 Standard Vanguard saloon, £625.

1952 Standard Vanguard saloon, heater; £595.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

AUTOMOBILIA, Ltd., offer:—

1951 (Sept.) Standard Vanguard estate, silver grey, red leather, one titled owner, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

B. J. HUNTER, Ltd., offer:—

1952 Vanguard saloon, fitted overdrive, recent new works engine, superlative condition; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (Oct.) Standard Vanguard saloon, grey with grey upholstery, fitted heater, wing mirrors, one owner, 29,000 miles and in showroom condition throughout; £495.

PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1954 (June/July) Phase II Vanguard saloon, choice of black or grey, red leather, radio, heater, double electric overdrive, wing mirrors, taxed; £795 each.

1954 (January) Phase II Vanguard saloon, in black with red upholstery, fitted double electric overdrive and heater, nominal mileage; £725.

BERKELEY Square, London, W.1. Grosvenor 4343. [8293

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1952 (August) Vanguard 4-door estate car, finished in birch grey with red leather interior, one owner, 11,000 miles only, spare unused, H.M.V. radio, maker's heater, unmarked; £725.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063

GORDON CARS (LONDON), Ltd.—1952 Standard Vanguard estate, heater, radio, low mileage; £595.

GORDON HOUSE, 375, Euston Rd., London, N.W.1. Eus. 6611. [C2023

1954 Standard Vanguard Phase II saloon, blue, heater, 4,000 miles; £750.—May, 5242. [C3030

£395.—1950 Vanguard saloon, immaculate throughout, really nice car.—Turner, Ambassador 9658. [8368

1953 Vanguard saloon, one owner, leather; £630; written guarantee, h.p.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4 any time. [C4065

1949 Standard Vanguard saloon, black, leather, heater, very nice condition; three months' guarantee; £395.

C & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1953 Vanguard saloon, blue, red leather, loose covers and radio, low mileage, one owner, fitted overdrive; £645.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C1075

£599!!!—Late 1952 Vanguard full de luxe saloon, in leather, negligible mileage, one owner.—Below.

£489!!!—1951 Vanguard saloon, unblemished leather upholstery, original carpeting and trimming, many extras.—Below.

£415!!!—Most attractive 1949 Vanguard saloon, fitted with many extras, in nice order with good tyres; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1952 Standard Vanguard, one careful owner, fitted heater, leather upholstery; £525.—Dunham & Haines, Luton 2100. [C1079

1951 Standard Vanguard estate car, forest green, heater taxed year; £575.—Hale Motors, Ltd., Tot. 7771-4. [C2077

£465.—Standard Vanguard, 1950, exceptionally good throughout, leather interior, original cellulose; choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

STANDARD VANGUARD

1952 model (December) Vanguard, 24,000, radio, heater, screenwash, Flamethrower, fog light, superb condition, taxed year; £525.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

1952 (June) Vanguard de luxe, one owner, fitted heater, screen washers, etc., low mileage, finished grey, superb condition; £545. Also

1950 as above, H.M.V. radio, Ace Rimbellishers, etc.; £495; terms, exchanges.—A.E. Palmer Motors, Ltd., Luton 4212. [8402

1951 Standard Vanguard saloon, heater, leather, loose covers; £495.—Read Car Co., Ltd., Brighton Rd., Sutton. Vigilant 8978/8403. [C3048

ARCHIE SIMONS & Co., Ltd.—1953 (Oct.) Ph. II Standard Vanguard saloon, colour grey, fitted radio and heater, taxed, immaculate; £765.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

1952 saloon, overdrive, leather, radio, heater, screen washer, fog lamp, etc., speedo, 28,000; £595; part exchange and h.p.—Economy Car Service, Rickmansworth 3326/5151. [8433

1951 Standard Vanguard, grey, red leather, radio and heater, exceptional car, £485.—Keiths Motor Company, Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080

795 gns.—Standard Vanguard, May 1954 Phase II saloon, light green, black top, overdrive, heater, one owner, 6,000 miles, cost £885; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

STANDARD Vanguard wanted immediately, cash waiting.—Grangewood 5834. [W4032

PRIVATE purchaser requires excellent 1951/2 Vanguard sa.oon.—68, Percy Rd., Hampton, Middx. [8217

50 Vanguard saloons wanted; why accept less for your Standard Vanguard saloon or Estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel Sta 8000.—Seven Sisters Rd., Tottenham, N.15 [0181/R

XXX H. F. Edwards offer immediate cash for good Standard.—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Standard Spares and Service

15 Standard cars being dismantled, most pre-war types.—"Motolympia," Oswestry (Tel. 480). [0623/R

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439 [0301/R

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0522

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [3774

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 5391. [4251

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion, French grey, rim embellishers, 9,000 miles, 24 mpg; this car is absolutely in new condition.

1951 Studebaker Commander convertible, power-operated hood, tastefully cellulosed in Mediterranean blue, special chrome discs, radio and heater, whitewalls, 18,000 miles, Hydramatic drive, special performance and mileage meter fitted; this car is fitted with the very fast V.8 power unit, giving 19 mpg and 95 mph; a really outstanding car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

OVERSEAS CARS, Ltd., offer:—

1940 Studebaker Champion saloon, red, heater, radio, overdrive; £345; for other Overseas car bargains see page 53.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031

RHD 1952 Studebaker Champion 4-door saloon, low mileage; also

LHD 1952 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

STUDEBAKER

1940 Studebaker 22hp, immaculate car; £320; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Studebaker Champion 4-door saloon, fitted all extras, 2-tone with grey cloth interior, as new throughout, opportunity; £525.

GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076

Studebaker Spares and Service

REPAIRS, reasonable prices! Gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; quotations free; trade discount; cars bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0622

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 1,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1954 (March) Sunbeam Alpine 2-seater coupe, Coronation red, one owner, as new; £985.

RIPCO, Ltd. (Sunbeams Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

SUNBEAM Alpine 1954, February; £1,100 o.n.o considered.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [C2015

1953 (June) Alpine, 16,000 miles, radio, heater, one owner; £935.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth. Elmbridge 2254-5. [C4061

1954 Alpine roadster, finished Alpine mist with red leather, one careful owner, genuine, guaranteed mileage, 12,800; fitted innumerable extras including H.M.V. radio, Smiths super heater de luxe, windscreen washers, twin Marchal spot lamps, Wayfarer spotlight, badge bar, Ace chrome Rimbellishers, over-riders whole zip tonneau cover, etc., completely undersealed and without blemish, invoice price £1,423; Whitewall tyres, taxed year; £865; exchange considered; terms privately. Tel. Birmingham South 3018. [8300

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

1951 Sunbeam-Talbot 90, leather, heater and radio; £625.

W. HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042

SLOCOMBES, Ltd.

1950 Sunbeam-Talbot 90 convertible, 30,000 miles, one owner, repsraved burgundy, whole car in splendid order throughout; £575, with 3 months' guarantee; terms, part exchanges.—38-52, Dudden Hill Lane, nr. Dollis Hill Underground. Willesden 4869. [C4017

GATEHOUSE offer:—

1947 Sunbeam-Talbot 2-litre saloon, black, very nice condition; £585.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

B. J. HUNTER, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

CLUBMAN AUTOS, Ltd., offer:—

1947 Sunbeam-Talbot 4-seater sports tourer, black, immaculate condition throughout; £375.

H.P., motor cycles taken in exchange.—138-142, Tooting High St., S.W.17. Balham 3484 [C1095

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames, Kingston 3348. [C1081

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa saloon, stone grey, 7,000 miles; £1,025.

1953 Sunbeam-Talbot 90 Mark IIa saloon, ivory and black, 16,000 miles; £915.

1954 Sunbeam-Talbot 90 Mark IIa saloon, Alpine mist, 1,000 miles; £1,075.

1954 Sunbeam-Talbot 90 Mark IIa convertible coupe, grey, 2,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045/1

ROSE & YOUNG, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, low mileage, one owner since new, exceptional condition, blue; £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, green, 21,000 miles; £795.

1953 Sunbeam-Talbot 90 Mark IIA convertible, sapphire blue, 4,000 miles only; £895.

1954 Sunbeam-Talbot 90 Mark IIA convertible, lt. stone, 200 miles only; £1,125.

1953 Sunbeam-Talbot 90 Mark IIA saloon, black, 1,500 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

PETER BANTOCK CAR SALES offer:—

1950 Sunbeam-Talbot 80 sports saloon, outstanding example of this rare model, speedometer recording 23,000 miles only, almond green with brown leather upholstery £597.—104, High Rd., Chiswick 2725/5870 [C1014

ACRES offer 1953 Sunbeam-Talbot special, metallic blue, 9,000 miles only, many extras fitted; £950.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A

1952 Sunbeam-Talbot Mark II 90 sal., green/beige leather, radio, 35,000 miles; £725.—May, 5242. [C3030

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

MCKINNON MOTORS, Ltd., offer:—

1954 (August) Sunbeam-Talbot 90 sports convertible coupe, in Alpine mist, with cherry red interior leather, heater, overriders, rim-finishers, cigarette lighter, chromium number plates, licensed December, one private owner, 546 (five hundred and forty-six) miles only, just a brand new car, absolute gift at £4,085, shows a saving of £175; part exchanges, and gradual confidential payments scheme available.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

1939 Sunbeam-Talbot 20hp, £235; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa saloon in sapphire blue with grey leather, seat covers, 1,200 miles only, a virtually new car, guaranteed; £1,075.

1953 Sunbeam-Talbot 90 Mark IIa saloon in crystal green with fawn leather, equipment includes Rootes heater and demister, windscreen washer, roof luggage carrier, twin foglamps, wing mirror, cigar lighter, a carefully used one-owner car in showroom condition, 10,750 miles; £675.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings Great West Rd., Brentford, Middx. Ealing 3400. [7932

1954 Sunbeam-Talbot convertible, in crystal green with pale green leather; £1,095.—Below.

1951 Sunbeam-Talbot saloon, in outstanding condition, inspection invited; £665.

GORDON CARS (LONDON), Ltd., 26, Northend Rd., (opposite Golders Green Station), N.W.11. Speedwell 4701. [8257

£845!!!—Mark IIA Sunbeam-Talbot 90 saloon, 1953, metallic blue, fawn leather, almost indistinguishable from new.

£765!!!—Mark II Sunbeam-Talbot 90 coupe, 1952, bronze, red leather, heater, wing-mirrors, two Marchal passlights, beautiful car.

£425!!!—10hp Sunbeam-Talbot coupe, 1948, very good mechanically, excellent tyres, smart leather upholstery; also a saloon in black at the same price.

£265!!!—10hp Sunbeam-Talbot 4-seater roadster, 1939, fast, compact little car with excellent performance, will take four adult passengers and luggage; also a 1939 sports saloon.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open till 8 p.m. [C1035

1950 Sunbeam 90 coupe, fitted heater and radio, very attractive car; £575.—Dunham & Haines, Luton 2100. [C1079

1951 Sunbeam-Talbot, October, black, immaculate; £565.—108, Warwick Ave., Edgware, Sto. 6144. [8258

PHŒNIX MOTOR Co. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Sunbeam-Talbots.

WAIT a moment! Have you asked if we have a car in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a good deal for your money and after sales service; don't delay ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [C3044

£589!!!—1950 Sunbeam-Talbot drop head coupe 90, absolutely unblemished example we can thoroughly recommend.

£599!!!—Sunbeam-Talbot 80 saloon, late 1950, obviously enthusiastic owner, unblemished interior and exterior, exceptional mechanically; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1950 Sunbeam-Talbot 80 saloon black, leather, seat covers, radio, one owner, 19,000 miles; £575.—Tel. Hounslow 2151. [8418

1954 Sunbeam-Talbot saloon, quartz blue, licensed but unused, works mileage; £1,085.—Carter & Viner, Bexhill. Tel. 310. [8180

1952-3 Sunbeam-Talbot 90, 23,000, blue, heater, immaculate; £715.—61, Hawthorn Rd., Lincoln. Tel. 10671 (9-5 p.m.). [8032

1950 Sunbeam-Talbot 90, good running order, good tyres, radio, taxed December.—R. Charlish, Ltd., Priory Lane, Bungay, Suffolk. Bungay 302. [8301

1953 Series Sunbeam-Talbot 90 Mark IIa saloon, 7,000 miles only, one owner; attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1951 (July) Sunbeam-Talbot 90 saloon, blue, beige leather, heater, one owner; £675.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7725

JACK ROSE, Ltd., offer 1952 Sunbeam-Talbot 90 saloon, in bronze, a beautiful car, low mileage; £725.—Stafford Rd. Wallington, Surrey. Wallington 6677-8. [C3056

1954 Sunbeam-Talbot Alpine coupe, fitted with special stage IV engine, overdrive, whitewall tyres, radio, heater, works owned and maintained; £1,055.

REG TIMMS (MOTORS), Ltd., 28/30, High Town Rd., Luton. Luton 6749. [8443

SUNBEAM-TALBOT 90 coupe, 1952, 33,500 miles, radio and heater, one owner, chauffeur maintained, perfect condition every way; £685.—Bartram & Sons, Ltd., South Dock, Sunderland. [8206

1954 (June) Sunbeam-Talbot 90 Mark IIa, saloon, alpine mist, red leather, also fitted tartan covers, Motorola radio, heater, badge car, Undersealed, carefully run in; for sale privately, £1,100.—Box 7716. [8111

1953 Sunbeam-Talbot 90 Mk IIA saloon, satin bronze, red upholstery, 17,000 miles, immaculately maintained by one owner posted overseas; £875.—Major Warren, Sevenoaks 4691 after 7 p.m. [8381

SUNBEAM-TALBOT

225 gns.—Sunbeam-Talbot, 1940 3-litre saloon, silver grey, sliding head, leather, IFS, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

SUNBEAM-TALBOT 90 saloon, finished green, 27,000 miles only, very carefully maintained, paintwork and interior in very good condition, first-class mechanical condition; £650.—Seen at Adams & Gibbon, Ltd., St. Thomas Street Showrooms, Newcastle. Tel. 28281. [8411

1954 (June) Sunbeam-Talbot 90 saloon, sapphire blue with fawn leather upholstery, radio Mobile de luxe, heater, screen washer, outstanding value at £995; hire purchase and part exchanges.—Alec Bennett, Ltd., Portswood, Southampton. Tel. 54081. [8270

1939 Sunbeam-Talbot 3-litre sports saloon, excellent condition mechanically and beautiful appearance; this car is in post-war condition; £195, or £65 deposit, balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071

TANKARD & SMITH, Ltd. offer 1951 Sunbeam-Talbot 90 saloon, colour grey and black with grey leather upholstery, twin spotlights, passing lights, loose covers, heater and many extras, immaculate condition throughout; £650; three months' written guarantee.—194 196, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4026

XXX 1952 Sunbeam-Talbot 90 Mark II sports saloon, a most attractive one-owner car, black with red leather, heater and sliding roof, delightful performance, immaculate appearance, written guarantee; £715; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Sunbeam-Talbot Cars Wanted

ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars, all models, for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004

ALMOST new Sunbeam-Talbot required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned S.-Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

ALL Sunbeam-Talbot models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7045

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

XXX H. F. Edwards offer immediate cash for good Sunbeam-Talbot.—200 Great Portland St., London, W.1. Tel. Langham 0012. [W2003

URGENTLY required, 1949-53 Sunbeam-Talbot 90 or 90 saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9974

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

£159—1936/7 Talbot 10 drop head coupe, mechanically sound; terms.—Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

1946 Talbot 10 drop head coupe, well-known owner, beautifully kept; £375.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

TRIUMPH

SLOCOMBES, Ltd

1949 Triumph Roadster 2000, in champagne with new matching hood, fitted heater, spot lamps and in fine order throughout; £525; with three months' guarantee; terms, part exchanges.—38-52, Dudden Hill Lane, near Dollis Hill Underground. Willesden 4869. [C4017

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Renown saloon, really fine car, positively unmarked; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [C2040

TRIUMPH

WARWICK WRIGHT, Ltd., offer:—

1952 (December) Triumph Mayflower saloon, blue, heater, 11,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BRADSTOCK MOTORS, Ltd., offer:—

£795—1954 Triumph T.R.2, ice blue, with red leather, 3,000 miles only.—Chase Rd., Epsom. Tel. 5696-7. [C1090

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

PHŒNIX MOTOR Co. (SURREY) Ltd., offer:—

1952 (May) Triumph Renown limousine, jade green with dark fawn upholstery, fitted heater and H.M.V. radio, one owner, 24,000 miles only; an excellent example of this rare model; £650.

PHŒNIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, immaculate condition, small milcage; £580.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1954 T.R.2, low mileage, one owner, immaculate condition; £785.—Welbeck 9918. [7950

T.R.2, cream, export model, registered April, overdrive, perfect condition, never raced.—Box 7782. [8203

£265—Triumph Dolomite 1939 drop head coupe, exceptionally good appearance, good hood; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7 (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

1951 series Triumph Renown saloon, new condition; £635.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1951 Triumph Mayflower sal., metallic grey, red leather, completely checked and guaranteed, very good condition; £485.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 (May) Triumph Mayflower, green, one owner, genuine mileage 10,000, spare unused, immaculate condition, taxed year; £610.

1953 series (registered Dec., 1952) Triumph Mayflower, black, with real leather, heater, Ace Rimbellishers, genuine guaranteed mileage 2,000 only.

1951 model (registered Oct., 1950) Triumph Renown, black with fawn upholstery, radio, heater, good tyres, 27,000 miles; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1949 Triumph 2000 Roadster, one owner, black; £485.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949 Triumph Roadster 2000, superb condition, new hood, tyres, etc., one owner; £495.—Mayfair 0131. [C3008

TR2, 1954, 7,600 miles, overdrive, wire wheels; £825.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1952 (September) Triumph Mayflower, one owner, heater, 16,000 miles; £545.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0494/R

1954 TR2, 1,600 miles, white/red, Ace Rimbellishers, seat covers, tonneau cover; £795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [C4036

£495!!!—1951 Triumph Mayflower saloon, although originally registered 1951 this car looks like a 1953, is unblemished and immaculate throughout; it is a car we can thoroughly recommend.

ROADSTER bargain.—1946/7 Triumph 1800, spotless throughout, black and brown; offered at a very tempting price of £399; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£225.—1938 Dolomite 1½-litre sports saloon, exceptional condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

NORTH Wales bargain.—1953 (May) Mayflower saloon, one owner, 11,000 miles, fitted heater, an immaculate motor car, finished in grey, guaranteed 3 months; £550.—Hughes, Garage, Portmadoc 2232. [8192

1952 Triumph Mayflower (first registered Sept., 1954), black, very nice appearance, first-class mechanical condition; £525; written guarantee; H.P., exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Triumph required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WANTED good Triumph Roadster, private buyer from private seller.—Box 7827. [8329

ROADSTER wanted.—45, Shirehall Park, N.W.4, Hendon 1648. [8304

WANTED, 1951-2 Renown, black, low mileage, overdrive preferred.—Elmbridge 9430. [W3072

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

REQUIRED, really good Triumph Roadster.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R

PRE-WAR Triumph, all spares, new and second-hand, immediate attention.—C. W. Green and Sons, Brayford, Lincoln. Tel. 10884. [7292

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322) [0355/R

DISMANTLING—6 Triumphs, 1937 Gloria 12.4, 1936 16.6 and 10.8, 1935 10.8, 1930/32 8hps; small parts rapid c.o.d. post; over 1,000 other cars.—Sufficient address: "Motolympia." Welshpool (Tel. 2027). [0624/R

UTILITY CARS

THE UTILITY VEHICLE CENTRE offer:—

1953 Allard Safari, Cadillac engine, De Dion rear axle, low mileage, as new.

1949 Alvis 14hp 7-seater station wagon, oak body, excellent condition; £425.

1940 Ford V.8 30hp shooting brake, Dagenham body, 7-seater, exceptional condition throughout.

A LARGE selection of post- and pre-war Utilicons, estate cars, station wagons, etc., always in stock; enquiries invited.

100, Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). [C4072

ELM AUTOSALES offer:—

£595.—1952 Hillman Minx estate car, Phase V, one owner, 25,000 miles, metallic grey, interior unmarked, a really lovely example of this rare model.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

ROWLAND SMITH'S for utility cars.

445 gns.—Austin A40, 1952, 4/5-seater estate car, coachbuilt timber body, steering column gear change, one owner, excellent condition; terms, ex-owner, excellent condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Jeep (Ford) registered December, 1946, 4-seater natural timber utility, drop tailboard, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 Standard Vanguard estate car, in green with and leather upholstery, fitted with radio, heater and overdrive, spotlamp, taxed: £750.
BERKELEY Square, London, W.1. Grosvenor 4343. [8294

1954 Hillman Minx shooting brake, 7,000 miles; £600.—Box 7844. [8346

STANDARD Vanguard estate car, 4-door de luxe, radio, immaculate condition; £475.—Ambassador 9658.

FORD 10 Utilecon by Martin Walter, very nice order, nominal mileage, 1949; accept £325; company wish to sell one of the above cars or would exchange with cash for saloon car.—Turner, Ambassador 9658. [8367

BRADFORD utilities for sale, serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1953 Vanguard utility, 4-door, grey, mileage 8,000; £755, or exchange private car.—265, Bassett Ave., Southampton. Tel. 58851. [7935

OPEL utility, 1938; £100.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1953 Commer Utility conversion, duo grey, 8,000 miles, absolutely as new; £625.—Cyril Sheppard of Reading.—Sonning 2345. [8445

1947 Morris 8 utility, very roomy, seats five, bargain at £195.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074

BEDFORD Dormobiles by Martin Walter, a few low-mileage models available.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

CASS'S MOTOR MART.—1951 Austin A40 Countryman, superb condition, £525; 1951 Standard Vanguard utility, radio, outstanding order, £525; 1950 (regd. 1951) Standard Vanguard estate, genuine 18,000 miles, one owner, £645; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

A.Z. MOTORS offer utility bargains: 1949/50 A40 Countryman, one owner, beautiful condition, fold-down seats, £425! 1947 Austin 10, seating many, good sound condition, £150! 1947 Hillman 10, real snip, £150! 1941 Ford V8 22, £140! All exceptional value whilst they last.—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011

LATE 1953 Austin A70 Hereford, genuine Countryman 4-door estate car, condition virtually indistinguishable from brand new, hardwood body unblemished, rich leather interior, latest type heating and demisting, fold-flat rear seats, drop tailboard, a one owner car, immaculately maintained, offered at over £200 below its original cost at £875.
CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

ROYS AUTOMOBILES, Ltd. for guaranteed utilities: 1952 A40 utility, £450; 1951 A40 Countryman, £485; 1949 Morris 10 wooden utility, £345; 1952 Bradford utility, low mileage, £295; 1948 Bradford 5-seater utility £195; 1947 Bedford utility, £275; 1948 Ford 8 Martin Walter type, £295; 1949 Ford 10 Utilecon, £295; 1947 Austin 10 utility, £250, another £195; 1940 Bedford, £150; 1938 Minx, £115; many others, including numerous good vans suitable for conversion, see that column, trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059

UTILITY CARS

SHOOTING brakes, Rolls-Royce, Phantoms and Twenties, also Hillman, Austin and Commer.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

Utility Cars Wanted

SPECIMEN post-war estate car; reasonable.—Weybridge 600. [W4023

JOWETT Bradford utility required, also Bradford van.—Turnbull, Durngate House, Winchester. [W1010

ROYS always good buyers of utilities.—127, Parkway, N.W.1 (nearest Tube Camden Town Station), Euston 2700 and 8894. [W3059

50 utility cars wanted; why accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [W2008

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, really good Hillman Minx or Standard Vanguard estate car.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

VAUXHALL 10

1946 (November) Vauxhall 10 de luxe, black, taxed year, beautiful condition throughout; £360.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005

1946½ Vauxhall 10 saloon, good engine and general condition; £335; no offers.—26, Trinity St., Ipswich. [8197

225 gns.—Vauxhall 10, 1938 saloon leather, good condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Vauxhall 10 saloon, recently overhauled, reconditioned engine, guaranteed; £375; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

£249.—1939 Vauxhall 10 4-door saloon, excellent condition, genuine bargain, choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. [C2024

1947 Vauxhall 10 saloon de luxe, black and brown upholstery, in excellent condition, new engine recently fitted, one owner, taxed for year; £370.—Roys Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6994. [8405

£399!!!—1947 Vauxhall 10 saloon de luxe, absolutely spotless condition, original carpeting and trimming, whole car much above average, excellent tyres, very economical; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL 12

1948 Vauxhall 12 saloon, showroom condition throughout; £395.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

VAUXHALL 14

VAUXHALL 14 J-type wanted, post-war.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

£349.—1946-7 Vauxhall 14 J type de luxe saloon, an absolute bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

VAUXHALL WYVERN

1954 Vauxhall Wyvern, radio, heater, 4,000 miles, as new; £760.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006

1949 Vauxhall Wyvern, radio and heater; £485; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Vauxhall Wyvern saloon, blue/blue leather, heater, windscreen washers, square engine; £595.—Odeon Motors, Ltd., Barnet 1144. [C3028

1949 Wyvern, black, in showroom condition, fitted heater, screenspray, two fog lamps, seat covers, reverse light and safety tubes; £465.—Box 7846. [8348

1953 Wyvern, grey, heater, windscreen washers, spotlamp, carefully used, guaranteed; £650.—Campbell Symonds, Wembley 6262. [C1037

1950 (June) Vauxhall Wyvern, green, brown leather saloon, heater, one owner, good condition, any trial; £435 for quick sale.—Brighton 58462 evenings. [8376

1953 (June) Vauxhall Wyvern saloon, unsoiled, low mileage, as new; £675; consider part exchange; terms available.—14, Offington Gdns., Worthing. Swandean 849. [C4027

A CAREFULLY used privately owned small mileage Wyvern saloon, grey with red upholstery, first registered May, 1954, fitted heater, screen-clean, loose covers, etc., taxed year; £725; can be seen and tried at 294, Norwood Rd., Norwood, Southall, Middx. Southall 1120. [8438

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL VELOX

BM

1950 Velox, in very good mechanical condition, moderate mileage, one previous owner, spotless black and chromium, genuine good value at £455, and open to any examination; terms, exchanges.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208/2031. [C1086

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1950 Vauxhall Velox, fitted heater, link mats, spot light, taxed, first-class condition; £415.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5084. [C3080

VAUXHALL VELOX

AUTOMOBILIA, Ltd., offer:—

1952 (June) Vauxhall Velox, 4-door de luxe saloon, desert sand, radio, heater, screenwashers, Redex attachment, underseal, excellent condition; £625.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Vauxhall Velox, fitted heater, taxed year, whole car as new; £665.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1950 (Nov.) Vauxhall Velox, grey/red, radio, heater, spotlight; written guarantee; £555.
NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022

VAUXHALL Velox saloon, 1954, black, brown leather, many extras, 4,000 miles; £779.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

£525.—1951 Vauxhall Velox saloon, black, with beige leather, 35,000 miles only, one owner.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1954 Vauxhall Velox, black, red upholstery, 8,500 miles, carefully run in; £725.—Hill, 1, Cricketfield Rd., Seaford, Sussex. [8375

1953 Velox, unblemished, heater, screenwashers, etc., one owner; £735; written guarantee; H.P.; exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54, any time. [C4065

1954 (May) Vauxhall Velox, 3,000 miles, heater, Underseal; £825.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel Sloane 3557/6970. [C3006

£745!!!—1953 series Vauxhall Velox full de luxe saloon, absolutely magnificent and original, fitted heater and extras a delightful motor car, below.

£646!!!—Current Vauxhall Velox, 1952 series, very modern and attractive condition, exceptionally economical, below.

£449!!!—1950 Velox bargain, an outstanding example of a modern powerful economical car, which we offer at bargain price, only wants seeing; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1954 Vauxhall Velox, perfect condition, green, radio and other extras, 5,000 miles; £800; available London area early October.—Box 7754. [8167

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox, colour green, fitted heater, taxed, in excellent condition; £495.—94, Gt. Portland St., W.1. Lan. 1343. [4013

1953 Velox, one owner, 13,000 miles, loose covers, many extras, guaranteed; £735.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080

1953 (October) Velox, finished green, 7,000 miles, as new, £725; part exchange, enquiries welcomed.—G. P. Morley Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1953 Velox, black, 12,000 miles, 7.6 h.c. head, mirrors, mats, fitted heater, radio, Marchal musical horns; £730, or less radio and horns £695; h.p. can be arranged.—Brixton 7869, after 6 p.m. [8435

1951 Velox black/red leather, radio, heater, spot light, link mats, £86 recently spent on car, bills available, in spotless condition; £495.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978 and 8403. [C3048

1952 Velox saloon, Empress blue, low mileage, faultless throughout, guaranteed; also choice of 6 other Velox saloons 1951-2-3 and 4 models.—United Service Garages, Vauxhall Distributors, Hilsea, Portsmouth. Tel. Portsmouth 2341. [8383

XXX 1951 (October) Vauxhall Velox saloon, a really delightful one-owner car, black with brown upholstery, fitted radio and heater, thoroughly recommended; £550; terms, exchanges.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

Vauxhall Velox Cars Wanted

ALMOST new Velox required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

VAUXHALL 20

£99!!!—Exceptionally well maintained Vauxhall 20, full de luxe saloon, in leather, an ideal car for business use; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0039/R

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1947 Vauxhall 12, black, brown upholstery, good mechanical condition, body very clean; £345.

1948 Vauxhall Velox, black, brown upholstery, tyres good all round, body in good condition; £425.

1950 Vauxhall Wyvern, black, brown interior, body condition good, mechanically sound; £495.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

VAUXHALL MISCELLANEOUS

GRAHAM BROTHERS (MOTORS), Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1617), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretford (Trafford 3311), Wilmslow (Wil. 4932). [0283/R

VAUXHALL D.X. 1936, in very good condition, trophy car, will shortly be disposed of by owner-driver, mechanically in perfect condition; company maintained; new tyres recently, new engine, etc.; body work good; bargain for enthusiast; met. blue; £200 o.n.o.—Har 4500. [7714

Vauxhall Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6. Berkeley Sq., W.1. Grosvenor 4328. [0018/R

GN. Ltd. (Vauxhall Main Dealers).

HAVE you a post-war Vauxhall for sale? Contact G.N. Ltd., 278, Balham High Rd., S.W.17. Tel. Balham 1033.

VAUXHALL buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [W3018

VAUXHALL cars, post-war models, urgently required. —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

7-SEATER private 1937/38/39 Limousines required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

Vauxhall Spares and Service

CA.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 580-588, London Rd., Croydon. Tel Thornton Heath 3276 (14 lines). [0205/R

KJ MOTORS, Ltd., agents, reconditioned units, Girling, Radiomobile agents.—Bromley, Ravensbourne 5456. [0968

VETERAN CARS

WELHAM, Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton. Elmbridge 1873. [C4070

Veteran Cars Wanted

NAPIER 1904 16hp. any parts, photos or advice urgently wanted.—Keystone Garage, Ltd., Exeter Rd., Bournemouth. [8208

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen people, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2361. [0373/R

BRADSTOCK MOTORS, Ltd., offer:—

£595.—1954 (Nov., 1953) Volkswagen de luxe saloon, beige, spot lights, one owner, 10,000 miles only.—Chase Rd., Epsom. Tel. 5696/7. [C1090

1954 sliding roof saloon, works mileage, unregistered, list price.—Box 7725. [8127

1954 low mileage de luxe saloons in stock.—Ralph Beard, Volkswagen specialists, East St., Farnham, Surrey. Tel. day or night 5494. [C1092

PERFORMANCE CARS, official Volkswagen agents.— New and used models in stock.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041

1954 (June) Volkswagen Micro-Bus, 4,000 miles only, as new, taxed year; £895.—The Boroughbury Garage, Ltd., 14 Lincoln Rd., Peterborough. Tel. 3021. [8359

V&F MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagen; we concentrate exclusively on the Volkswagen and handle no other type of car.—Below.

V&F MONACO MOTORS.—1953 de luxe saloon, blue, 4,600 miles; £625.

V&F MONACO MOTORS.—We can now accept a limited number of orders for reconditioned 1947 saloons; reconditioning includes stripping, recellulosing and re-upholstering to client's requirements, rechroming, overhauling mechanically where necessary, etc.; conversion to r.h.d. optional at added cost of £25.

V&F MONACO MOTORS, Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Station). Fremantle 4414. [0642/R

Volkswagen Cars Wanted

RICHARDS & CARR buy Volkswagen.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

PERFORMANCE CARS urgently require Volkswagen. —Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

REQUIRED, really good Volkswagen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

V&F MONACO MOTORS.—The Volkswagen buyers.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station) Fremantle 4414. [0300/R

Volkswagen Spares and Service

VVW MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires.—79-85, Davies St. (entrance in Weighhouse St.). Tel. May. 6718. [0647

COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [0995/R

V&F MONACO MOTORS.—Volkswagen spares, service, repairs.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. [0293/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1953 Wolseley 6/80, black, 20,000 miles, one owner, carefully used; £675.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

EM.A., Ltd.

6/80 Wolseley saloon, 1950, colour beige with brown hide upholstery, heater, radio, etc., taxed; £485.

EM.A., Ltd., Rootes Group Distributors, Grove Rd. South, Southsea. Portsmouth 2168. [8296

CAR MART, Ltd.

1953 Wolseley 4/44 saloon, heater; £775.

1952 Wolseley 6/80 saloon, heater; £665.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039

CM.I. CAR SALES (Pri. 6623) offer:—

1949 Wolseley 4/50 saloon, maroon, heater and radio, one owner, taxed year; £475.

THREE months' guarantee, terms, list on application. —Swiss Cottage, Finchley Rd., N.W.3. [C1051

AUTO SALES (LONDON), Ltd., offer:—

1946 Wolseley 14 de luxe saloon, black/brown; £325.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [8252

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (March) Wolseley 18hp saloon, black, brown leather, reconditioned engine recently fitted; £295.

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

1951 Wolseley 6/80, black/brown leather, heater; written guarantee; £545.

NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.8 (few minutes Clapham Junction). Batt. 2252. [C3022

1939-40 Wolseley 10 saloon, excellent condition; £249.—Macaulay 1265. [8413

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

1950 Wolseley 6/80, 1953 condition throughout.— Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3083

1946 (November) 12hp de luxe saloon, black, brown hide, small mileage and beautifully maintained; £405.—Robbins, East Putney. Tel. 7881. [C3010

£325!!!—Wolseley 14 saloon, absolute bargain, although registered just pre-war this car both looks and runs like a 1948 motor car, luxurious leather upholstery.—Below.

£222!!!—1938 Wolseley 14 saloon de luxe, exceptionally well maintained pre-war quality motor car that we can recommend.

£399!!!—1948 Wolseley 12; this car is absolutely original, is an outstanding example of one of these delightful roomy, economical motor cars; three months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421/425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1950 (September) Wolseley 6/80, radio, heater, Ace Rimbellishers, 29,000, one owner, superb, £495.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1953 (August) Wolseley 4/44, one owner, 11,600, black, maroon leather, fitted heater, fog lamp, H.M.V. radio, windscreen washers, condition as new; £800.—Box 7802. [8222

DECEMBER, 1950, Wolseley 4/50 saloon, 22,000 miles, genuine one owner, taxed and heater; £545. —C. C. Gibson, Tree Tops, Baldwin's Hill, Loughton, Loughton 729. [8431

795gns.—Wolseley 4/44, 1954 salon, metallichrome grey, leather, heater, one owner, 8,800 miles, original spare unused, practically new; terms, exchanges.—Rowland Smith, below.

195gns.—Wolseley 12, 1937 saloon, sliding head, leather, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£145!!! Series III Wolseley Super Six saloon, 1938, fitted D.R.H. Trimatic radio, body styling like post-war series, rich leather upholstery, smooth luxurious performance, unrepeatable bargain.

£425!!! Scarce and desirable Wolseley 8hp four-door saloon de luxe, 1948, one of the few obtainable, most attractive little car, sunshine roof, excellent leather upholstery, tip-top performance, good on petrol, recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041, write for catalogue, open till 8 p.m. [C1035

1939 Wolseley 14 saloon, £90 just spent on recon. engine, in first-class condition throughout; £275.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Tube Station.) Open 9 a.m.-7.30 p.m. and Sunday mornings (for inspection). [C2050

Wolseley 4/50 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

THE CAR MART, Ltd., London, wish to purchase Wolseley cars.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0721/R

XXX H. F. Edwards offer immediate cash for good Wolseley.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

7-PASSENGER good condition 1939/1949 Limousines required. Alpe & Saunders Ltd. Providence Court, North Audley Street. Mayfair-2941. [W1006

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707/R

FOR Wolseley service consult the Wolseley specialists. —F. W. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0317/R

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ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 300 years. [C3010/R

WEST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25; immediate hire-purchase and insurance facilities.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Mdx. Ealing 8842. [C3041

MAKIN & HARRISON OF CHISWICK.—Good selection popular cars; exchange your present car, motor cycle or combination; h.p. terms to suit your pocket!—Write, 'phone or call and suggest your own requirements, 492-6, High Rd., W.4. Chiswick 0558. Open week-days until 7 p.m. [C3071

Miscellaneous Cars Wanted

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IF you wish to sell your car for cash, write, 'phone or call.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2023/R

GOOD saloon or tourer wanted.—135, High St., South, East Ham. Grangewood 5834. [W4032

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0824/R

POST-WAR car required about end September by Army Officer returning U.K.; must be in good condition and owner prepared to accept monthly payments by banker's order.—Box 7459. [7478

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MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, canteens and kiosks, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2 [M2022

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WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795/R

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AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Austin 3-way van, in primer, one owner, excellent condition; £425.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1954 Morris Cowley pick-up, 5,000 miles, as new; £525.

1947 Austin 2/3 tons drop side lorry; £145; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

NEW Thames 10cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [0102/R

NEW Ford Ten, special coachbuilt body; £595; photo; exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

G & M ALFREDS (1936), Ltd.—1951 Austin A70 Pick-up, 15,000 miles only.—6-7, Warren St., W.1. Euston 3268. [C1005

ROYS AUTOMOBILES, Ltd., offer the following guaranteed and unwritten vans and trucks: 1952 A40 van £385, another £365; 1952 A70 pick-up, £395; also A40, £335; 1952 Morris 10 J-type van, £365, another £325; 1949 Austin 3-way van, £295; 1948 Commer 3-way van, £285; 1950 Ford 10, £245; 1947 Bedford 10, £195; 1950 Ford 8, £195; 1948 Morris 8, £195; 1948 Ford 8, £169, another, £150; 1947 Ford 10, builder's truck, £175, another £150; many others including numerous utilities; see that column; trade enquiries welcomed; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. [C3059

BRADFORD vans for sale serviced by us; main agents since 1922.—Bunting's, Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. [0284/R

1953 Fordson 5-cwt van, black, unwritten, genuine 10,000 miles, private use only; £275.—Campbell Symonds, Perivale 4456. [M1057

1938 Austin 7 van, new engine, new battery, new tyres, excellent condition, black; £110 o.n.o. —Wimbledon 4740 between 8 a.m. and 6 p.m. [7913

CASS'S MOTOR MART.—1953 (October) Fordson 10cwt van, grey, genuine 6,000 miles; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1952 Austin A40 10cwt gown van, £375; also Ford 10cwt gown van, £375; Commer 20/25cwt three-way loader van, £260; exchanges, terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

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CAR makers approve Witter towing brackets.—Witter, 134, Foregate St., Chester, 4. [0570/R

TOWING brackets, over 80 designs from stock.—B. Dixon-Bate, Ltd., Chester. Tel. 24034. [0376/R

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PRATT trailers, 3 to 6cwt carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [0547/R

LONDON stockists of Brockhouse and Tasker trailers for private and commercial purposes from £30; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. (3 mins. Morden Tube Station.) Liberty 8221—6 lines. [0161/R

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MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19. Rus. 2874/5. [0825/R

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PRIDE & CLARKE, Ltd.—Immediate delivery most models; exchanges, terms, 237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0247/R

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R. C. WIMBUSH, Ltd., Austin stockists; part exchange and H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

HILLINGDON MOTORS, Ltd., Austin direct agents, full sales and service facilities.—325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 8588. [N2062

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RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R

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JOHN S. TRUSCOTT, Ltd., official retailers, delivery from stock; it pays to purchase from specialists.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

DAIMLER

DAIMLER Conquest and Century available from stock.—Coventry & Jeffs, Ltd., Bristol 20091. [0537/R

SMITHS MOTORS OF DULWICH for Daimlers.—285, Rye Lane, S.E.15. New Cross 0462. [0328/R

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PRIDE & CLARKE, Ltd.—Ford agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

R. C. WIMBUSH, Ltd., Ford stockists; part exchange, and H.P. facilities.—312, Earls Court Rd., S.W.5. Fremantle 8401. [N4056

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SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R

PEUGEOT

LONDON.—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [0185/R

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PRIDE & CLARKE, Ltd., Renault agents, immediate delivery; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R

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ROVER.

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COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.
MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford 62907-8 [0245/R

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K.D.M. & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R

DORKING MOTOR Co., Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256. [N1088

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley. Rav. 3456. [0287/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382/3 [0951/R

CROYDON Main Agents, Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0912/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Marylands 4818. [0451

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [0140

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2 [N3040

FIAT (ENGLAND), Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country. [0665/R

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford. Lower High St., Watford. Tel. Watford 4491. [0382/R

PRIDE & CLARKE, Ltd., Simca main agents; immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel 2232/3 [N1063

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines. Tel 4211 (5 lines). [N1080

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.
AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757 R

STANDARD

ROWLAND SMITH'S for Standard.

ALL models supplied, part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

NEW CARS FOR SALE

STANDARD

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot day and night garage.
BERKELEY Square, London, W.1. Gro. 4343. [0840/R

KJ MOTORS, Ltd.—Renown, TR2, Vanguard models, early delivery.—Bromley, Rav. 3456. [0220

EARLY delivery Standard e de luxe and 10, orders welcomed.

XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath. Tel. 1666. [0913/R

ERSKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330 [N2051

JOHN S. TRUSCOTT, Ltd., official retailers; early delivery Vanguard and 8hp models.—173, Westbourne Grove, W.11 Bay. 4274 [N4055

VANGUARD Ph. II saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2 [N3018

STANDARD 10 saloons.—Try Motourists (London), Ltd., Gt North Rd., E. Finchley Station, N.2. Tudor 2301 2. [N3018

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481 2/3, offer immediate delivery Standard Vanguard Phase II saloon, birch grey. [N1001

STANDARD 8 saloons.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladston 2480. [0413/R

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Stapdard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; diesel engine saloon on view; dem. available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

PLANNING to buy a new Standard? For early delivery of a new Eight or Ten saloon, Vanguard petrol or diesel saloon or estate car, it is so convenient to make your choice from Ferraris of Cricklewood; your present car accepted in part payment at its current market value and credit facilities confidentially arranged.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

SUNBEAM-TALBOT

BARNET area.—Sunbeam-Talbot main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413

SUNBEAM-TALBOT coupe, finished in blue for immediate delivery.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 333. [N1063

IMMEDIATE delivery new Sunbeam-Talbot convertible; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7100

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R

ALWAYS prompt and efficient service from the Central London Rootes Agents, Sunbeam-Talbots our speciality, immediate attention to your enquiries.—Cattermoles (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Ter. 1001. [0405/R

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0895/R

DORETTI.—Distributors for the Greater Birmingham area; early delivery; terms, exchanges.—P. J. Evans, Ltd., John Bright St. Mid 2911. [0897/R

DREWS, Ltd., East London Doretti distributors, demonstration and early delivery.—Woodgrange Service Station, Romford Rd., E.7. Gra. 6601-2. [7974

LANKESTER ENGINEERING Co., Ltd., 39/43, Eden St., Kingston-on-Thames, Surrey distributors for Swallow Doretti, offer immediate delivery; demonstration car now available.—Tel. Kingston 3151/4. [0529/R

SWALLOW DORETTI

PRIDE & CLARKE, Ltd., main agents for Swallow Doretti, enquiries invited for this exciting new 2-litre 100 m.p.h. sports car, favourable delivery; terms, exchanges.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3060/R

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GATEHOUSE offer:—

NEW T.R.2 sports, white, with overdrive; list price.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021

ROWLAND SMITH'S for Triumphs.

ALL models supplied; part exchanges any distance; confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.
BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

T.R.2, colour racing green.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [N1077

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey. Burgh Heath 2376/7. [N3056

RENOWN saloon.—Try Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

TRIUMPH T.R.2, British racing green, overdrive; list price.—Brown's Garage, Loughton (Essex) 6262 (Tube). [N1054

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0493/R

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloon, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0893/R

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn Ltd., Showrooms:—
4—6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel Reliance 4211 (extension 10 or 19). [0808/R

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282. [N1078

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COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Tel. Ripley 2361. [0017/R

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.
129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 444/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8629. [0127/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358 9. Complete facilities. [0128/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, main distributors for West Herts, offer early delivery de luxe saloons. [N1001

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080

YORKSHIRE county distributors can offer early deliveries all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines). [0725/R

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell Rd S.W.9. Brixton 6251. [N3068/R

VOLKSWAGEN

LOXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and H.P. terms; official main agents.—Loxford Garage, Ilford Lane, Ilford Tel. 3155-6. [0927/R

WILLIAM ARNOLD, Ltd., Volkswagen distributors for E. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R

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WILLYS

WILLYS cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot: opposite London Airport, Hayes, Middlesex. [0812/R

WOLSELEY

EW

EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046

J. DAVY, Ltd.

6/80 saloon available; orders accepted for 4/44 saloons.—180-4, Kensington High St. Western 8641. [N1069

ROWLAND SMITH'S for Wolseley.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

PRIDE & CLARKE, Ltd.—Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664/5. [N3068/R

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange, hire purchase facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-3. [N4056

C. W. J. COLES (CROYDON), Ltd., official agents, offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., South Croydon. Cro. 0074/5. [7193

JACK ROSE, Ltd., Wolseley Agents and Stockists, see the 4/44 in our showrooms.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. Burgh Heath 2376/7. [N3056

IMMEDIATE delivery new Wolseley 6/80 saloon; list price £950/5/10.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. [N1027

MEBES & MEBES, Ltd. (Est. 1893), the Wolseley specialists for past 30 years, offer early delivery of both Four-Forty-Four and Six-Eighty saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway Mill Hill, N.W.7. Tel. Mil. 2040. [N3012

MISCELLANEOUS CARS

GATEHOUSE MOTORS.

ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [N2021

A NEW Continental, British, American car, utility or van from Tarrant & Frazer, 10, Winchester Mews N.W.3. Primrose 6159. [0077

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.

PART exchanges, any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd. Bta. 8000. [0713/R

COMMERCIAL VEHICLES

NEW Morris Minor 5cwt van; list price.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [N1077

MISCELLANEOUS ADVERTISEMENTS

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1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C., radio, heater. Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for.

SUREFLEET, delivery anywhere in England.

SUREFLEET, lowest rates in the trade.

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. [0646/R

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 56, Mackenzie St. Tel. Slough 20501. [0132/R

SMITH & HUNTER, for self-drive; inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0458/R

CARS FOR HIRE

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin; 7, Crofton Ave., Dun Laoghaire. [0877/R

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0380/R

CHELTENHAM.—Self-drive Minors, Oxfords; Provincial terms are cheaper.—Regent Motors. Tel. 2041. [7680

SELF-DRIVE post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [7576

1954 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [2057

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Codrington Mews, W.11. Par. 9864-5. [0466/R

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [0042/R

HAROLD E. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-6, Ennismore Mews, S.W.7. Kensington 4020. [0551/R

CARS FOR HIRE

WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A30s, A40s and A70s; competitive rates.—Mansel Rd., S.W.19. Wim. 3834. [0811/R

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679/R

A40s, A70s, A90s, saloons and convertibles to drive yourself, book now for your summer holidays.—Truman's Garages, Queensway, W.2. Tel. Bay. 6415. [0686/R

1954/3 Zephrys, 17gns a week, 600 miles; also new Consuls, Oxfords, Somersets; request tariff.—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R

POST-WAR self-drive cars from £10 per week or daily; special facilities for overseas visitors.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven. 1952-54 A30s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0084/R

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532 and 8637. 290, Milkwood Rd., Herne Hill, S.E.24. [0683/R

GEE CARS self-drive hire with new Ford Consuls, etc., unlimited mileage, special facilities for overseas visitors, cheap winter rates October to March; also chauffeured Humber Pullmans, Austins, etc.; cars hired out on contract.

60-62 Queenstown Rd., London, S.W.8. Macaulay 3363. [0091/R

DRIVE YOURSELF HIRE Co. (LONDON), Ltd.—1953/4 cars from 25/- per day, 50 free miles; holidays, tours, business; tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. 20, Grosvenor Place, Victoria, S.W.1. Slo. 9844. [0507/R

SUSSEX MOTORS.—Self-drive or chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood Mews, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amb. 5025. [0589/R

SELF-DRIVE.—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0031/R

OVERSEAS visitors, a fleet of 1952-3 Austin Drivehyre saloons for hire to drive yourself; send for illustrated brochure to Drivehyre Cars, Ltd., Head Office, Kingsway, Newport, Mon. Available at 12 Drivehyre stations throughout Britain. Also available for home market. [0211/R

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DRIVE Yourself Hire.—1953-4 saloons, choice of cars at attractive rates with unlimited mileage for short or long periods. Overseas visitors, both old and new clients specially welcomed. We have been pioneers of self-drive hire over 30 years.—Write, 'phone or call: H. P. Edwards & Co. (Established 1919), 154, Great Titchfield St., London, W.1. Tel. Langham 0012 and Museum 6366. [C2003

OVERSEAS visitors.—Opposite London Airport is Steele Griffiths' new overseas visitors' branch, comprehensive service, chauffeur-driven or self-drive cars; new Vauxhalls still available for you to drive on your vacation—competitive rates—no extra mileage charge; book your leave car now; A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201-6. Reference: Barclays Bank, London, S.E.5. [0814/R

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600 new 1954 U-drive cars/estate cars, from 35/- a day for 80 miles, excess 2d a mile; Britain and Europe, radios/ heaters; recommended A.A. and R.A.C.; unlimited mileage and special quotations long periods; special facilities overseas visitors; experience service which has built up Britain's largest new car fleet.—J. Davy, Babmaes St., Piccadilly, S.W.1. Tra. 2021. Also Earls Court (Fre. 6000) and Knightsbridge (Kni. 4211). [0401/R

HIRE a car as private as your own from Victor Britain, the Car Hire Specialists; pay less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 8d a mile; all petrol and oil free; write, telephone or call.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881); or 11, Gt. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R

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SELF-DRIVE CARS (incorporating British Self-Drive Cars), offer 1954 4- and 6-seater saloons, also luxury Daimler Consorts, at reasonable rates including comprehensive insurance, special reduced terms for September holidays.—Self-Drive Cars, 13a, Adam & Eve Mews, Kensington High St., W.8. Wes. 4795; evening enquiries Per. 3404. [0166

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ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M4018/R

RON McKENZIE invites you to his Motor Cycle and Car Exchange Centre at 961, Chester Rd., Stretford, 2 miles South Manchester; open to 8 p.m. and week-ends; terms if required. [0025

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 or 24 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R

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RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0222/R

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile sales and service.—Western 9641. [0159/R

MOTOROLA, world's finest motor radio, sole licensees and registered useds.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1937. [0162/R

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141.—Specialists in car radio, H.M.V.-Radiomobile, Ekco, etc., expert installation and service for trade and retail. [0668/R

SPIKES (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1935-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail all makes available [0116/R

COACHBUILDERS AND BODIES

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TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. Repairs executed of every description. [M4029

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JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Flaxman 2223. [M1082/R

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Cellulose, Trimming, Complete Bodies Built.—Station Approach, Kew Gardens, Richmond 1161. [4327

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LAWTON-GOODMAN, 135, Cricklewood Broadway, N.W.2. Gladstone 2226, coachwork repairs, modifications and renovations, first-class work, prompt delivery low prices. [M2022

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, recellulosing, trimming and conversions, special facilities for overseas visitors; Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew. Ric. 5625-6. [0348/R

50in. velour head lining, 7/6 yd., Vynide leathercloth, 7/6 yd.; 40in. rubber-backed pile carpet, 32/6 yd.; 54in. double felt, 7/6 yd.; bucket seats complete, 45/-; shell only, 25/-; new easyfit rubber window channel, 7d. ft.; for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, Perspex, trimmings, fittings, paints etc., send P.O. 2/- and stamp.—Wings, 195, High St., West Wickham, Kent. [M4061

FOR every requirement, body fittings and trimmings, bucket seats, large selection including light steel frames, 25/-; upholstered Vynide spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 65/-, 16in 65/-; trimmed Connolly hide, Dunlopillo £8/15; back lights (rear windows) from 26/6, cycle type wings; steel and light alloy window chanelling, aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent. [0894/R

GARAGE FACILITIES

LONDON Airport.—Steele Griffiths' new branch opposite London Airport, Middlesex, offers undercover garage facilities for those leaving or arriving by air; please book in advance.—Hounslow 4606. [0815/R

LAMPS, ETC.

YELLOW head lamp bulbs for Continental driving available for most makes.—Beverley Motors, Coombe Rd., New Malden Malden 3232-3. [7598

PACKING AND SHIPPING

R. & J. PARK, Ltd., 143/5, Fenchurch St., E.C.3. Mansion House 3083. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shippers to the motor trade. [0630/R

THE MOTOR PACKING Co., Ltd., London Colney, Herts (Tel 3146), specialists with 40 years' experience in packing and shipping, can reduce your landed costs by their C.K.D. methods; collection and delivery f.o.b. or c.i.f Branches Coventry and Liverpool. [0506/R

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free [5934

NOTICE is hereby given that Compagnie Generale des Establissements Michelin, formerly known as Manufacture de Caoutchouc Michelin, seeks leave to amend the complete specification of Letters Patent No. 628060 for an invention entitled Improvements in and relating to Pneumatic Tyres.

PARTICULARS of the proposed amendments were set forth in the Official Journal (Patents), No 3422, dated September 15th, 1954.

ANY person may give Notice of Opposition to the amendment by leaving Patents Form No. 36 at the Patent Office, 25, Southampton Buildings, London, W.C.2, on or before October 15th, 1954. [8237

TUITION

INDIVIDUAL driving instruction, expert instructors, dual-control Austins.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [0815/R

AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts in the sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospectus from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

WEST LONDON REPAIR Co., Ltd. Wim. 6316-7.

FRONT and rear axles, suspension units, shafts, etc., straightened, heat treated, crack detected.—56a, High St., Wimbledon. [0586/R

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you?

CROWN wheels and pinions; large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0609/R

CROWN wheels and pinions, N.R. for Morris 8, 95/- pair; Ford 8, 99/6; Hillman Minx, £6/5; Singer 8 and 9, £6/5; Standard L.9, £5/15; Vauxhall, £6.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280/3769. [0903/R

1500 all types, crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0223/R

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47/6!!—Battery prices down again!! 6-volt 9-plate 47/6; 6-v 11-p. 56/6; 12-v 9-p. 92/6.—Withams, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0828/R

BATTERY plates, machine pasted, highest quality, squat and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Battery Works, Wolverhampton. [4187

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. She. 4224; also behind 96, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4596. Early closing Wednesday. [8657

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THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402 (5 lines).

RICHFIELD replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for trade list; new cables from 2/- each. [0069/R

YOUNG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt dispatch; quotations by return.—20/32, Tooting Bec Rd., London, S.W.17 Balham 7791. [0972/R

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ZENITH carburettors.

STROMBERG and S.U. carburettors.

GOWER & LEE Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (3 lines). [0633/R

S.U.

CARBURETTORS and pressure pumps

SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will 'phone for an appointment. [0655/R

COX-ATMOS economiser ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0394/R

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S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines).

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement S.U. and A.C. fuel pumps; prompt postal service. [0193/R

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323/R

NEW H2—0 bomb, reduces petrol consumption considerably, increases performance; £5/7/6.—Testimonials! Literature from Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0095

VOKES Gasmaster for increased mileage; prices all all models 14/6; easily fitted; trade and retail supplied.—Comerfords, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb. 2323/4. [0575/R

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R

TWIN carburettor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburettors for Austin A30, Minor ohv £17/10, Minor sv, Oxford, Ford 8 and 10, Renault 750 £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

PARTS AND ACCESSORIES, REPAIRERS, ETC.

CARBURETTORS, ECONOMISERS

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R

CAR CARPETS

WOOL pile and rubber-backed carpets, ribbed Harris and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps, prompt delivery; carriage paid.

THE CAR MAT Co., Ltd. (Est. 1950), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. [0164/R

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"SILVERNOIL" car covers, strong, durable, new process silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 9ft×8ft, 27/6; 9ft×12ft, 37/6; 15ft×12ft, 59/-; 18ft×12ft, 74/-; 20ft×13ft, 90/-; post and packing, 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12hp 40/-, 14/30hp 60/-, post free.—H. C. Briggs, 88, Forest Rd., Walthamstow, London, E.17. Larkswood 2705. [0321/R

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REFLECTORS heavily resilvered with 5-year guarantee, 8/-, reposted same day.—Tewkesbury Plating Co., Tewkesbury. [7358

HEADLAMP reflectors heavily electroplated, 100% silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—H. E. Packer, Sion Place, Clifton, Bristol. [0308/R

HEADLAMP reflectors resilvered, 7/6 each, plus p. & p. 1/- each; cash with order; 24-hour service; trade enquiries invited.—Marshall Beresford, 18, Boston Place, Marylebone, N.W.1. Pad. 5995. [0032/R

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CLAUDE RYE, Ltd.—Huge stocks of clothing, etc. at keenest prices.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [0645/R

CYLINDER BLOCKS

REPAIRED without distortion for electro deposition at 60° Fahr., no dismantling except for internal fractures; tensile strength greater than original; repair guaranteed; process as approved by A.A. and R.A.C.—Platanweld, 4a, Loftie St., S.E.16. Bermondsey 1466. [0020/R

CYLINDER GRINDING, ETC.

REBORING on your own premises 12/6, sleeving 25/- per bore; immediate service.—Taylor & Day, Ederline Ave., Norbury, S.W.16. Pol. 4788. [8184

LET us rebore your car on your own premises; supply pistons any distance.—Phasey & Sons, 43a, Brookhill Rd., Woolwich, S.E.18. Woo. 4657/6866. [0785/R

ENGINES rebored on your premises without removal from chassis, Van Norman process, Hepolite piston.—Maycroft Motors, 24, Lynton Rd., Hornsey, N.8. Mountview 4871. [0037/R

PRECISION engineers, camshaft and crankshaft rebuilding and grinding, 6ft capacity, boring and sleeving, metal spraying and welding cylindrical and bar grinding.

SPARE PARTS SERVICES (CRICKLEWOOD), Ltd., Edgware Road (Nr. Staples Corner), London, N.W.2. (Gladstone 2558/8716.) [0919/R

FOR first-class service and outstanding workmanship.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2; and 169-171, Harrow Rd., W.2, Paddington 0022 (12 lines). [0096/R

BENSHAM LANE GARAGE, Ltd.—Crankshaft grinding line boring, bearings remetalled, reboring, sleeving, surface grinding.—32-34, Bensham Lane, W. Croydon. Thornton Heath 4126. [0510/R

STANTON & SWEET (Battersea 2242/3).—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; con rods remetalled line boring of main bearings, surface grinding and valve inserts fitted.—228, Garratt Lane, S.W.18. [0068/R

PRECISION super finished rebores with best pistons complete Austin 7 72/-, popular 8/10hp £5; 4-hr. service; exchange crankshafts stocked; surface, crankshaft grinding, remetalling, drums machined from 3/6.—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. [0292/R

J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remetalled, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery, trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R

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SILVERTOP H.C light-alloy cylinder heads, develop up to 25% more power and performance, with greater economy, fit one to obtain the best from premium fuel, for Morris 8 series I and II, Ford 6 and 10 (Spigot dynamos), £8/10, Ford 8 and 10 (platform dynamo) £9, Morris series E £9/10, Minor, Minx and Talbot (sv), £10/10 stamp list; performance figures.—Derrington, 159-162, London Rd., Kingston 5621-2. [C1071

DYNAMOS

PRIDE & CLARKE, Ltd., for new and second-hand dynamos, starters, starter batteries, lamps.—Stockwell Rd., S.W.9. Bri. 6251. [0736/R

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COUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamos, alternators or engines, lists free.

POWERCO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins Waterloo). [0620/R

CLARE'S MOTOR WORKS.—Second-hand and reconditioned exchange stocks of dynamos, starter, magnetos, distributors and S.U. pumps; quotations for repairs or replacements.—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. [0149/R

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JACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engine or supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Fla. 2223. [M1082/R

ENGINES AND ACCESSORIES

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IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V.8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R

AUSTIN 7 reconditioned engines, 3 bearing £34; 2-bearing £31/10; engines forwarded against returnable deposit; trade supplied.

B & H. MOTORS, Bignells Corner, South Mimms, Herts. Tel. South Mimms 2231-2. [M1020/R

BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units, series II and III.—Kingston 3348. [0467/R

ARMSTRONG SIDDELEY engines; immediate exchange or reconditioning; all units tested guaranteed, six months.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. [0910/R

EUSTACE WATKINS, Ltd., Chelsea Manor St., sole London distributors Wolseley cars; exchange engines stocked for all models; any make of engine reconditioned. [0278/R

HUMBER, Hillman and Commer engine specialists, reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. [0718/R

STOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Austin, Commer Q4.—Tel. Bal. 4825, 11, Balham Grove, S.W.12. [0764/R

BLACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven; 8hp, 10hp, 12hp, 14hp, 16hp, A40 and Commercial, Morris 8hp, 12hp and 10cwt vans; Standard 8hp; your old engine taken in exchange; please quote car numbers.

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FORD V.8/22hp exchange engines, cylinder sleeved standard, crankshafts ground standard undersize, con/rods resized, etc., 6 months' guarantee, £56; as above and rebored, £48; trade terms fitting or delivery if required.—Blackburn Auto Service, 41, Darlington Rd., West Norwood, S.E.27. Gipsy Hill 3137. [0505/R

EXCHANGE engine service to the trade; Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock, fully reconditioned and guaranteed; exchange and outright sale.—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3466/7. [0274/R

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URGENTLY required, Ford 10hp engines, condition immaterial if reconditionable; excellent prices paid, collected free of charge.—Stores Manager, Douglas Seaton, Ltd., Yeovil 2131. [7902

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TEDDINGTON ENGINEERING Co., Ltd., Dept. M, 29-31, High St., Teddington, Middx. Kingston 1193. [0369/R

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FLOOR scrapers, flexible, detachable blades; wire brooms; squeegees.—B.D. Co., Green Acre, Englefield Green, Surrey. [0767/R

MINIATURE air compressors as supplied to car and cycle manufacturers, now available to general public, complete with airline and pressure gauge, suitable for cellulose spraying.—Alverton Eng. Co., Ltd., Copthall House, London, E.C.2. [0963

Garage Equipment Wanted

AVERY Hardoll petrol pumps wanted, any model, any condition.—J. Whelan & Sons, 204, Pitsford St., Hockley, Birmingham, 18. [6378

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PRESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley, etc., cars; 48-hour reconditioning exchange services.—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. [0121/R

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HUMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

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SPECIALISTS in hoods, sidescreens, roofs, headlinings, carpets, seating, loose covers, etc.; supplier of all trimming materials.—Knights of North St., Carshalton. Sat. 6 p.m. Wallington 6567. [6915

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FORD Anglia, Prefect and Popular owners can enjoy greatly improved suspension, road holding comfort and safety by fitting the Norder independent front suspension conversion; price £36/10; immediate delivery.—Full details from North Downs Engineering Co., Westway, Caterham, Surrey. [0189/R

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REDUCE motoring expenses, 10hp from 51/4 yearly, country, N.C.B. quotations, free all leading companies represented.—Fisher & Co., 7, The Parade, Hounslow West. [0890/R

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AUTOSTYLE tailored seat covers, all cars, tartans, Bedford cord, plastics.—Industrial Cover Co., 22, Queens Mews, W.2. Bay. 7119. [0193/R

LOOSE covers perfectly tailored in super quality Bedford cord available for over 150 different cars, 1933 to 1954.

WE guarantee to save you money; example, Ford covers, Popular, Anglia, Prefect, £5/19/6; Consul, Zephyr, £7; all other covers at comparable prices; quality and fit guaranteed.—Samples gladly from Quinn, Crossways, Hextable, Swanley, Kent. Swanley Junction 2403. [0358/R

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

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BULL'S.—A tyre for every job: new and remoulds, free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

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5000 guaranteed remould tyres: 500×19, 61/6; 500×18, 60/6; 500×16, 55/3; 500×17, 59/3; 550×16, 67/3; 550×18, 73/3; 600×16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage forward; satisfaction guaranteed or money refunded.—W. Machent & Son, Lockoford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0224/R

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STOREKEEPER as assistant to parts manager, Rootes experience an advantage.—Standfield & White, Ltd., Exeter. [8225

FIRST-CLASS Salesman required by Austin Distributor, knowledge of commercial vehicle sales essential.—Box 7726. [8128

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APPLICATIONS invited from freelance representatives with established connections amongst garages and fleet-owners to handle new repair services for which there is no competition.—Apply Box 7257. [7003

ASSISTANT Storekeeper required, knowledge of Standard and Triumph spares advantage.—Write giving experience, etc., to Northdown Motor Company, Northdown Rd., Margate. [7909

DISTRIBUTORS in Herts require salesman for Humber, Hillman and Sunbeam-Talbot cars.—Details, experience and salary required to Walters, Barnet By-pass, Hatfield. [8094

HARRY FERGUSON RESEARCH, Ltd., Coventry, require checker for automobile drawing office, excellent prospects for reliable man.—Please apply to Chief Draughtsman, Fletchamstead Highway, Coventry. [8243

SITUATIONS VACANT

THE CAR COLLECTION Co., Ltd., require experienced men and women drivers resident in London, Birmingham, Coventry, Luton or Oxford.—Apply in writing to local depot or 7, Kendall Place, Baker St., W.1. [5788

DAVID ROSENFIELD, Ltd., Rover distributors, require experienced motor car salesmen, also trainees; good prospects.—Apply in writing only giving full particulars to David Rosenfield, Ltd., Cheetham Hill Rd., Manchester, 8 [7963

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TECHNICIANS with particular expertise any motor trade speciality or servicing any specialised type of car for opening new depot in Central London, for firm desiring better utilisation of floor space; adequate backing for development if applicant capable full control.—Any idea considered.—Box 7759. [8168

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AN outstanding opportunity occurs for a fully experienced and energetic motor salesman and dealer capable of taking charge of prominent motor showroom in West London; progressive position; applications which will be treated in strict confidence should state full details of experience, salary, etc.—Write Box 7972. [8454

SALESMAN required by main Vauxhall/Bedford distributors, preferably pre-war plus post-war experience in new and used car and truck dealing, should reside within easy reach of Liverpool.—Write in first instance giving full particulars of career and remuneration required, in confidence to Sales Manager, G. B. & E., Ltd., 45, Renshaw St., Liverpool. [8297

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ARMSTRONG SIDDELEY MOTORS, Coventry, require senior draughtsman for work on chassis and transmissions, previous experience on vehicle design is required, and men around 30 years of age, with Higher National Certificate or equivalent qualifications, preferred; salary in accordance with experience and qualifications.—Reply in detail to Reference FRJ/NEB.2, Personnel Manager, Armstrong Siddeley Motors, Coventry. [7655

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EXPERIENCED garage manager, maintenance welding, etc., requires situation, preferably London, offers of partnership considered.—Box 7668. [7943

QUALIFIED foreman with excellent references, requires position with scope; able to take full control of garage or workshops.—Box 7845. [8347

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AUTOCARS, March 1950 to May 1954; offers for lot or single copies.—Box 7801. [8221

22000 Instruction manuals, spares lists, wiring, timing, lubrication charts; enquiries stamped envelope.—Final, 15, Nashleigh Hill, Chesham, Bucks. [7606

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COMPLETE correspondence course institutes motor trade, automobile engineers, transport; price, please.—Box 7779. [8200

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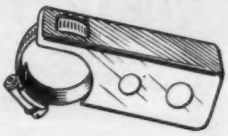

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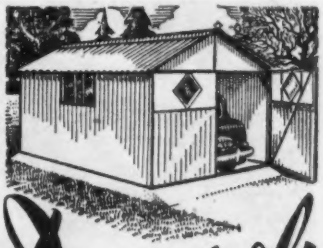

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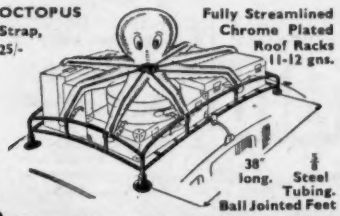

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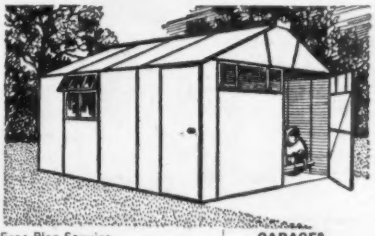

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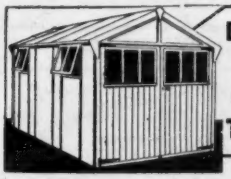

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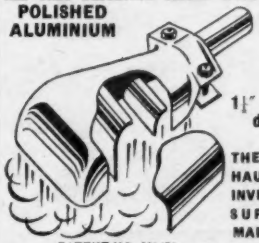

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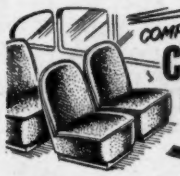

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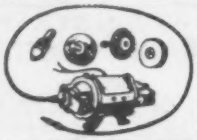

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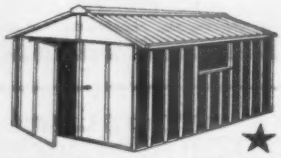

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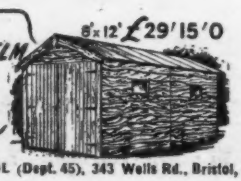

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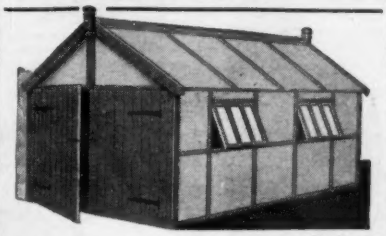

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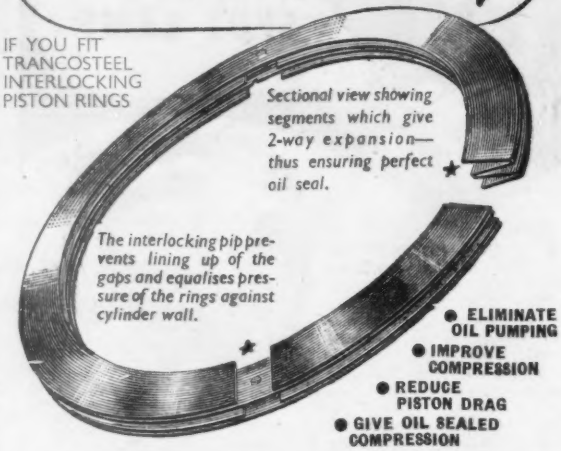

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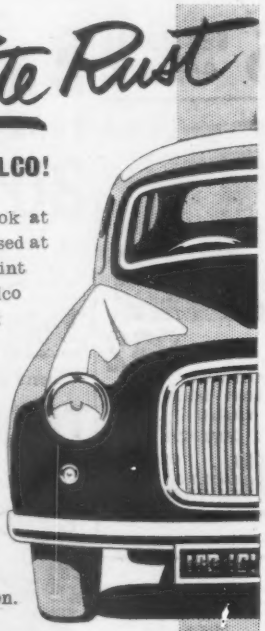

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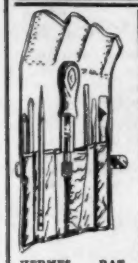

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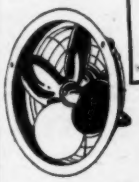

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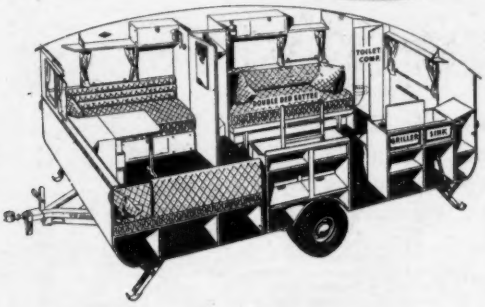

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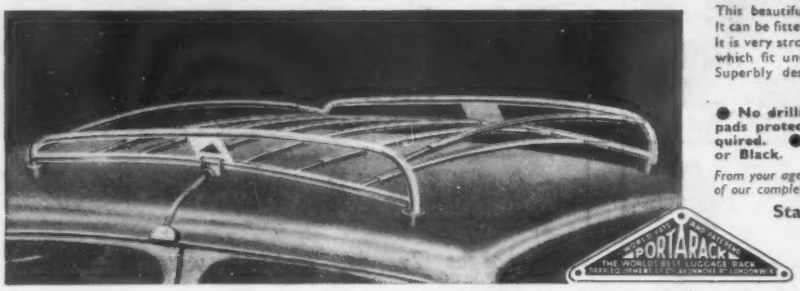

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INDEX TO ADVERTISEMENTS

PAGE

ABINGDON KING DICK, LTD. .. 47
A.C. Delco (Division of General Motors, Ltd.) 11
Alperson Products, Ltd. 14
Aquatex, Ltd. 91
Arcot Engineering, Ltd. 88
Austin, J., & Sons, Ltd. 48
Austin Motor Co., Ltd. .... Front Cover
Automotive Products Co., Ltd. .... Cover iii
Avon India Rubber Co., Ltd. 27

BAILEY & MACKEY, LTD. 89
Batley, Ernest, Ltd. 48
B.B. Chemical Co., Ltd. 36
Belco 92
Bendall, C. J. 49
Blanchflower (Kettering), Ltd. 91
Bluemel Bros., Ltd. 42
Blue Star Garages, Ltd. 53
Borite, Ltd. 89
Bosch, Ltd. 5
British & Colonial Motors, Ltd. .. Edit. 405
Broadfield Garage & Eng. Co., Ltd. 46
Brown, W. J. 51
Bugatti Owners' Club 42

CAR MART, LTD. 54
Carr Bros. Garages, Ltd. 51
Carter, B. & F., & Co., Ltd. 90
Cheshire, Maurice, Ltd. 42
Cleveland Petroleum, Ltd. 24
Collier & Collier, Ltd. 89
Connell Bros 89
Conway Car Accessories, Ltd. 38
Cooden Engineering Co., Ltd. 53
Coombe Construction Co. 89
Cork Manufacturing Co., Ltd. 90
Cornercroft, Ltd. 13
Coseley Engineering Co., Ltd. 34
Cussons, Sons, & Co., Ltd. 40

DAVIES MOTORS, LTD. .... Edit. 405
Davy, J. 51
Denton Bros. 89
Dixon-Bate, B., Ltd. 14
Dominion Motor Spirit Co., Ltd. .. Cover ii
Duckham, Alexander & Co., Ltd. 26
Dunlop Rubber Co., Ltd. 22, 23, 35

ECCLES (BIRMINGHAM), LTD. .. 93
E.F.S. Motors, Ltd. 53
Elite Motors (Tooting), Ltd. 52
Enfield Tyre Co. 48
Esso Petroleum Co., Ltd. 32
Eversure Accessories, Ltd. 40

FAIRLEY, JAMES, & SONS, LTD. 90
Ferodo, Ltd. 25
Flight 40
Fonadek (Branson), Ltd. 43

GAMAGE, A. W., LTD. 36
General Electric Co., Ltd. 91
Glacier Metal Co., Ltd. 31
Glanfield Lawrence, Ltd. 53
Golden Guinea Wine 38
Gregory (Hedgerley), Ltd. 90

HALE & HALE (TIPTON), LTD. .. 48
Halford Cycle Co., Ltd. 89
Halls (Finchley), Ltd. .... Edit. 406
Hamilton Motors (London), Ltd. 10
Headen, A. E., Ltd. 90
Headquarter & General Supplies, Ltd. .. 89
Heayberd, F. C., & Co., Ltd. 93
Hill, R. F., Ltd. 91
Hill's Garages (Woodford), Ltd. 51
Holt, Douglas (Est. 1919), Ltd. 6
Hooper & Co. (Coachbuilders), Ltd. 3

IMPERIAL CHEMICAL INDUSTRIES, LTD. 8
Intalok, Ltd. 45

JAGUAR CARS, LTD. 17
Jarvis of Wimbledon 51
Johnson, S. C., & Son 30
Joy & King 14

K.L.G. SPARKING PLUGS, LTD. 29

LANE ACCESSORIES 93
Lex Garages, Ltd. 50
Lexington Products, Ltd. 2
London Bankside Products 46
London Caravan Co., Ltd. 15
Lucas, Joseph, Ltd. .... Back Cover

MARSTON MOTOR CO., LTD. .. 52
Mercury Motors 49
Metropolis Garages, Ltd. 51
Miller's Car Equipment 92
Montrose Caravan Distributors, Ltd. .. 15
Morris, S., & Co., Ltd. 52
Multicore Solders, Ltd. 90

NAYLOR & ROOT, LTD. 50
Neale, James, & Sons, Ltd. 91
Neo Electrical Industries, Ltd. 89, 91
Newnhams Motors, Ltd. 50
Notek Electric Co., Ltd. 48
Nuway Manufacturing Co., Ltd. 12

OVERSEAS CARS, LTD. 53

PARK BROS., LTD. 92
Park Lines, Ltd. 90
Parr Equipment Co., Ltd. 94
Performance Cars 49
Perry, W. Harold, Ltd. 52
Portable Concrete Buildings, Ltd. 92
Power Petroleum Co., Ltd. 18
Pressed Steel Co., Ltd. 4
Prince Machines, Ltd. 47

REDEX 41
Regency Covers, Ltd. 9
Regent Oil Co., Ltd. 7, 16
Rickards, Philip, Ltd. 50
Riley Motors, Ltd. 21
Robinson, L., & Co. (Gillingham), Ltd. 44
Rolsan Engineering, Ltd. 44
Rootes, Ltd. 43
Rowland Smith Motors, Ltd. 49, 53
Roy, Basil, Ltd. 49

SALMON, GUY (AUTOMOBILES) 38
Savant Chem. Lab., Ltd. 88
S.C.S. (London), Ltd. 90
Shell-Mex & B.P., Ltd. 20
Silencers (Bolton), Ltd. 93
Simpkin, A. L., & Co., Ltd. 46
Smith & Hunter, Ltd. 52
Smith's of Bristol 90
Solex, Ltd. 1
South Eastern Battery & Electrical Co. 90
Stenor, Ltd. 39
Stothert, James, Ltd. 90
Swallow Coachbuilding Co. (1935), Ltd. 12
Swanmore Garage .... Edit. 406

THORN, J., & SONS, LTD. 89
Transcosteel Piston Rings, Ltd. 92
Trinity Cars, Ltd. 50

UNIVERSITY MOTORS, LTD. 34
Utility Industrials 90

VACUUM OIL CO., LTD. 33
Valay Industries, Ltd. 45
Vandervell Products, Ltd. 37
Vauxhall Motors, Ltd. 19
Viceroy Sales, Ltd. 89
Vintage Autos 49

WAKEFIELD, C. C., & CO., LTD. 28
Walker, J. J. 89
Walters & Dobson, Ltd. 90
Weathershields, Ltd. 44
Webb Motors (Watford), Ltd. 53
Whitehead Industrial Trust, Ltd. 90
Wilson's Car Hire Services, Ltd. 51
Wingard (M.A.), Ltd. 10
Witter, C. P. 14

Printed in Great Britain for the Publishers, ILIFFE & SONS, LTD., Dorset House, Stamford Street, London, S.E.1, by CORNWALL PRESS LTD., Paris Garden, London, S.E.1. *The Autocar* can be obtained abroad from the following: AUSTRALIA and NEW ZEALAND: Gordon & Gotch, Ltd. INDIA: A. H. Wheeler & Co. CANADA: The Wm. Dawson Subscription Service, Ltd.; Gordon & Gotch, Ltd. SOUTH AFRICA: Central News Agency, Ltd., Wm. Dawson & Sons (S.A.), Ltd. UNITED STATES: The International News Co. Entered as Second Class Matter at the New York, U.S.A. Post Office.

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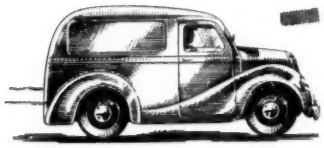

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